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8-PAGE PHOTO REPORT



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FULL
ROAD TEST

RS 3

+ABT SPORTSLINE
MODIFIED
RS 3

FROM
367 PS/
465 NM

TO 430 PS/
530 NM !



- NEW MODEL: A4 AVANT
- EVENT REPORT: RALLY DAY
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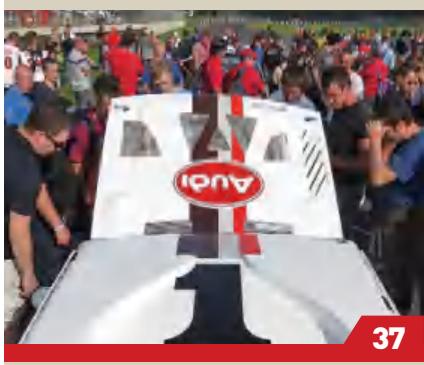
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Cover:
New RS 3
(see page 12)

Photo:
Neil Birkitt

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More power and performance for RS 6 Avant and RS 7 Sportback

Audi is introducing performance upgraded versions of the RS 6 and RS 7, to supplement the existing models.

THE 4.0-LITRE V8 bi-turbo TFSI engine has been uprated by 45 PS to produce a maximum power of 605 PS, with a new overboost function providing on-demand torque increase of 50 Nm to 750 Nm.

Performance figures suggest a 0-62 mph time of 3.7 seconds, with 124 mph achieved in just 12.1 seconds while in each case the governed 155 mph top speed can be increased as an option to 174 mph, or 189 mph if the dynamic package plus is specified.

Despite the 45 PS boost in output, it is claimed that the V8 bi-turbo unit can still return up to 29.4 mpg in the RS 6 Avant performance and 29.7 mpg in the RS 7 Sportback performance, corresponding to 223 and 221 g/km of CO₂.

Both cars come as standard with the 8-speed tiptronic transmission, with a choice of D and S auto modes or manual selection using the selector lever or the shift paddles on the RS multifunction steering wheel. In manual mode, a shift indicator in the driver information system or optional head-up display indicates the rev limit.

The necessary traction is provided by quattro permanent all-wheel drive, with torque distributed via the centre differential, 40 per cent to the front axle and 60 per cent to the rear, although the wheel-selective torque control intervenes as necessary. A sport differential on the rear axle is also standard, providing active torque distribution between the inside and outside wheel.

The standard RS adaptive air suspension

reduces the ride height of the RS 6 Avant performance and RS 7 Sportback performance by 20 mm, with the integrated damping control varying with road conditions, driving style and the mode chosen in Audi drive select.

RS sports suspension plus with Dynamic Ride Control (DRC) is also available, and both set-ups can be complemented by optional dynamic steering with a continuously variable steering ratio.

Audi drive select can be used to modulate the steering, engine and sound management, the tiptronic transmission and the sport differential, with these RS performance models having a special button on the RS multifunction sport steering wheel to make the selection quicker and easier.

Both RS performance models have 21-inch diameter alloy wheels with 285/30 tyres on the RS 6 Avant performance and 275/30 tyres on the RS 7 Sportback performance. The standard wave design

brake discs can be replaced by carbon fibre-ceramic discs as an option.

The two new RS performance models can be distinguished by their accentuated bumpers with large air inlets, and the heavily profiled diffuser insert at the rear, the gloss black honeycomb grille and the flared side sills, with a quattro logo on the air inlet duct and matt titanium-look detailing.

Inside, RS super sports seats with pronounced side bolsters and integrated head restraints are standard, upholstered in black and blue Alcantara and leather combination with a honeycomb pattern and matching stitching on the armrests. The knee pads are finished in Alcantara and the inlays in carbon with blue thread.

With the order books now open and scheduled for first deliveries here next February, the RS 6 Avant performance is priced at £86,000 OTR and the RS 7 Sportback performance at £91,600 OTR. 



Testing times...

There can be few readers who aren't already aware of the issues arising out of what has been dubbed the 'VW Emissions Scandal', but of course it also applies to some Audi models too...



'Under my leadership, Volkswagen will do everything it can to develop and implement the most stringent compliance and governance standards in our industry...'

Matthias Müller

ON SEPTEMBER 18, the US Environmental Protection Agency (EPA) announced that Volkswagen had admitted installing special software in the electronic engine management systems of its TDI diesel models so that they would pass the US emissions test when normally they would fail.

A so-called 'defeat device' – a special algorithm hidden deep in the software – is activated when the ECU senses the specific parameters that would occur when the car is being subjected to the EPA emissions test and switches the software to an appropriate setting, so that the NOx emissions were below the levels required to pass the laboratory rolling-road test, but it would then revert to a normal road-going setting once it was back out in the real world. Some tests, not subsequently disputed by Volkswagen, show that the NOx emissions were as much as 10 to 40 times over the EPA limit when the car was returned to normal road use.

The EPA subsequently issued a notice of violation (NOV) of the Clean Air Act (CAA) against Volkswagen – citing the 2009–2015 TDI-engined Jetta, Jetta Sportwagen, Beetle, Beetle Cabriolet, Audi A3, Golf, Golf Sportwagen and Passat as being affected.

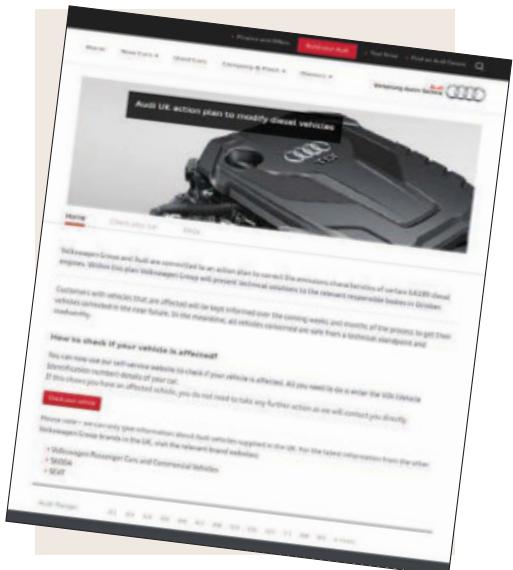
Initial indications that 482,000 cars in the USA were affected were later revised when it was disclosed that the same engine management software was also used in 11 million vehicles worldwide, although because emissions tests in Europe are not quite as stringent as those in the USA, especially with regard to NOx, there was no evidence that those cars would have actually failed European emissions tests. Nevertheless, the implications of the deceit became a worldwide issue for Volkswagen Group cars.

On September 23 Martin Winterkorn stepped down as CEO of Volkswagen and on September 25, amongst a series other changes of senior management, not all necessarily associated with the emissions issue, Matthias Müller was appointed CEO of Volkswagen AG following a decision by the Supervisory Board at a meeting in Wolfsburg. Müller was previously Chairman of Porsche AG in Stuttgart.

An internal evaluation subsequently established that a service procedure is required for some five million vehicles from the Volkswagen Passenger Cars brand out of a total 11 million Group vehicles worldwide. These are vehicles from certain models and model years fitted with Type EA 189 diesel engines.

The issue does not affect V6 and V8 TDI engines, or any of the petrol engines and it has since been confirmed that it does not affect the EA288 EU5 as well as EU6 TDI engines in the European Union.

Here in the UK, on September 30, Volkswagen Group UK announced its action plan to correct the emissions characteristics of certain diesel vehicles, with the VIN (Vehicle Identification Number) details of affected cars released to retailers and a self-serve process for customers to check if their vehicle is affected. Owners whose cars are affected are also being contacted directly by letter.



The specific numbers of vehicles in the UK affected per brand are as follows:

Volkswagen Passenger Cars – 508,276
Audi – 393,450
SEAT – 76,773
ŠKODA – 131,569
Volkswagen Commercial Vehicles – 79,838

First step for any Audi owner in the UK who is concerned about their vehicle is to log on at the Audi UK website at www.audi.co.uk and enter their VIN number (found in the registration document or in the front of the service schedule booklet, in the bottom left hand corner – passenger side – of the windscreen, or on your MMI system under 'Car' settings) at which point they will be advised whether or not their car is affected and, if so, what course of action is required.

If the customer doesn't have internet access they can call the service department of their local Audi Centre with their registration number and VIN number to hand, and be advised accordingly. 

A three-page article taking an overview of the situation also appears in the November issue of sister title *Volkswagen Driver*.



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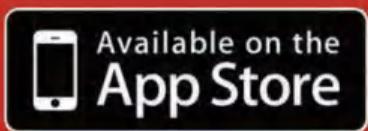
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Fully loaded



The new A4 comes with a whole host of special features, but just as useful as ever is the load-carrying Avant version...

WE COVERED the main features of the new A4 Saloon in some depth in our October issue, but it is significant that Audi regards the Avant version almost as a model in its own right and saw fit to run a separate international press launch for the Avant, with both models being released to the UK market at the same time.

It might not have quite the same sleek aerodynamics as the Saloon, with a drag coefficient of 0.26 for the Avant, compared with 0.23 for Saloon, but in all other respects it shares the same high quality, refinement, efficiency and driving dynamics, with the same range of engines and drivetrains – from 150 PS 1.4 TFSI through 2.0-litre TDI and TFSI up to 272 PS for the 3.0 V6 TDI quattro – as well as trim levels and similar equipment, both standard and optional.

While the boot space of the Saloon has been only slightly improved for the new model, the Avant is credited with an extra 15 litres, totalling a best-in-class luggage space from a capacity of 505 litres with the standard rear seats in place, expanding up to 1510 litres with the split-folding rear seats dropped fully down.

Levers in either side of the rear load space are used to unlatch the 40:20:40 rear seat backs, rather than having to reach in and pull down the seat backs from the side doors.

Although the seat backs don't fold down perfectly flat, there's no ledge to deal with and so it's quite easy to slide in longer items of luggage. With the rear seats up, the load space is 1050 mm long and the loading width is exactly one metre, with the sill just 63 cm high and protected by a stainless-steel cover, although the top of the rear bumper is crying out for a protective panel to prevent scratching of the paintwork.

For the SE model and above, the Avant has powered tailgate operation with an accompanying retracting luggage cover as

'While the boot space of the Saloon has been only slightly improved for the new model, the Avant is credited with an extra 15 litres...'

standard. There are two buttons in the lower edge of the tailgate, one of which closes the tailgate while the other closes the tailgate and also locks the car. The driver can also close the tailgate either with the button in the door or by pressing and holding the button of the advanced key.

Running in slotted rails in the D-pillars, the luggage cover slides upwards automatically when the tailgate is opened and shuts back down again when it is closed, ensuring that the load contained in the rear luggage space is always concealed from view and that there is always clear visibility through the rear window, without the nuisance factor of having to manually re-set it after it has been left up.

Along with the rear luggage net, with both mounted on detachable cross bars sited immediately behind the rear seat backs, it can also be removed completely when required, in the usual manner.

Additional carrying capacity is provided by the aluminium roof rails that are standard equipment, capable of carrying a load of up to 90 kg, while the options list includes a variably foldable luggage compartment mat (£125) for dividing



up and protecting the loading space, and a storage package (£175) with nets and straps.

There is also a rail system (£200) for flexible use of the luggage space that allows the load space to be segregated either horizontally and/or diagonally. This provides a load-securing set consisting of a telescopic rod, straps and four moveable eyelets which slot into the longitudinal rails. When not in use, the complete kit is stored in a recess in the loading floor just ahead of the spare wheel well.

An additional option is the electric hands-free boot opening system used in conjunction with keyless entry (£525). A proximity sensor in the rear bumper

reacts to a kicking motion with the foot so that the boot lid or tailgate unlocks and opens automatically when the key is recognised. It's ideal when loading or unloading the car when the driver has his hands full, although we'd advise caution when carrying a particularly awkward or heavy load as standing on one foot while moving the other isn't the ideal situation for stability and safety – we wonder how many will fall over while carrying out this exercise!

Despite its considerable practicality, the Avant version retains the sleek fully integrated, almost fastback, appearance that sets it apart from the average estate

car and, perhaps surprisingly, it is actually fractionally shorter – albeit by just one millimetre – than the Saloon, at 4726 mm.

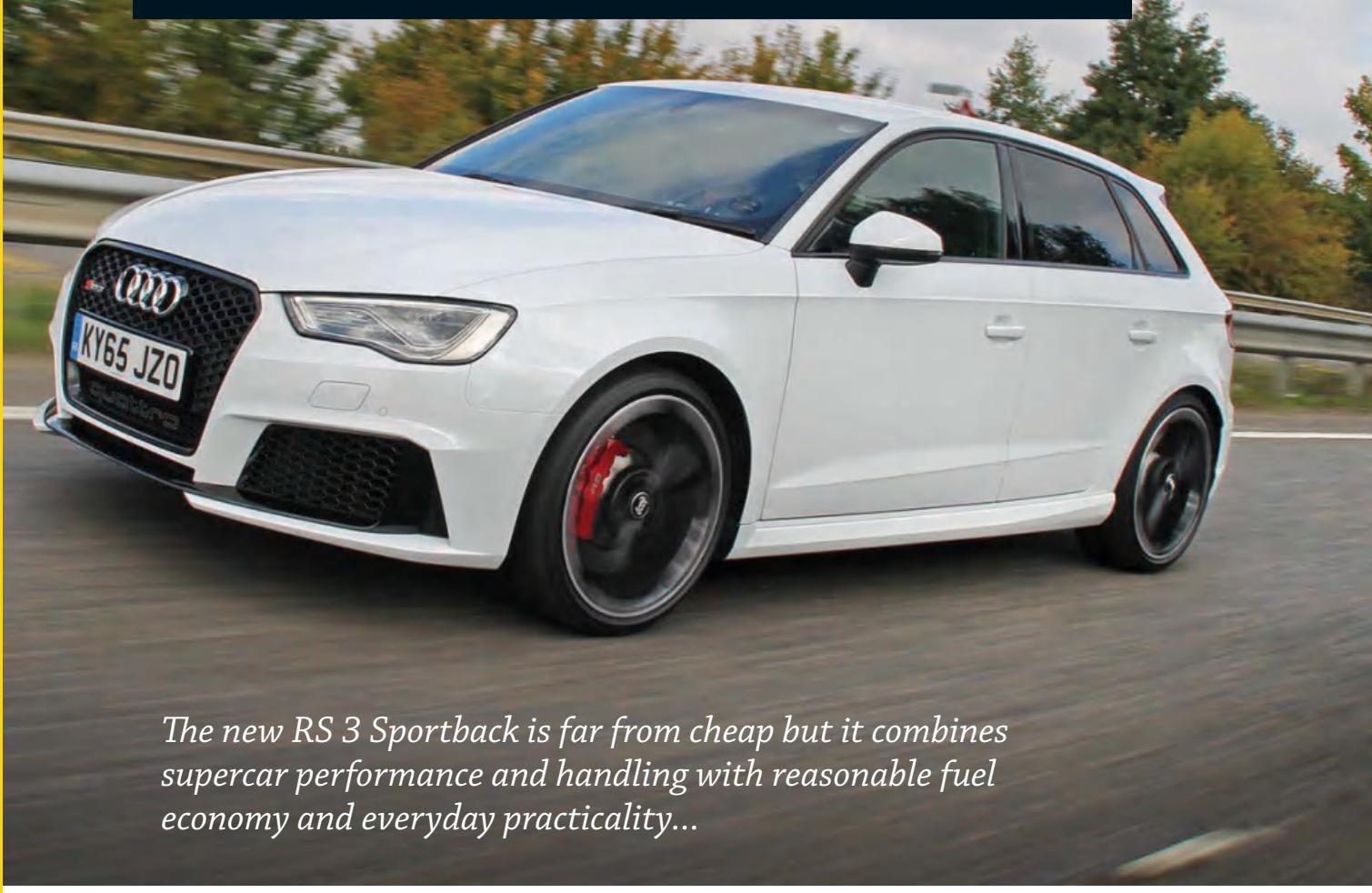
Audi's price lists suggest that the A4 Avant will be priced from £27,300, although the entry-level 1.4 TFSI was still to be confirmed as we went to press with this issue, with the next model up being the £28,415 190 PS 2.0 TFSI, with the range then spanning all the way up to the £40,350 272 PS 3.0 V6 TDI quattro with 8-speed tiptronic auto transmission. ■

'Despite its considerable practicality, the Avant version retains the sleek fully integrated appearance that sets it apart from the average estate car...'



Road test

RS 3 Sportback



The new RS 3 Sportback is far from cheap but it combines supercar performance and handling with reasonable fuel economy and everyday practicality...

IT'S LITTLE WONDER that Audi makes such a strong association with motorsport in the promotion of the RS 3 Sportback. It may well be a compact five-door estate, but the chassis and drivetrain combination owes much to the high-performance heritage that defines Audi's quattro branding.

So it was no surprise that Audi launched the first RS 3 at Monte Carlo (featured in our April 2011 issue), or that the press launch of the latest model took place on the circuit at Vallelunga in Italy (May 2015 issue) and here in the UK on the Shelsley Walsh hillclimb track (July issue), while contemporary TV advertising features an evocative race through the forest between an RS 3 and an A1 B-class Ur quattro rally car.

Don't forget that not only does it offer substantial dynamic ability, with a power output and performance superior even to the very special short-wheelbase Sport quattro, but that this is also a very practical everyday

road car. The first RS 3 made a very strong impression on us, with our full road test in the February 2012 issue summing it up as 'providing practicality as well as immense driver satisfaction'.

So, how has the new model been improved? First thing to stress is that this is not just a facelift, or mild performance upgrade. It has the same basic concept: the five-door A3 Sportback bodyshell, with 2.5-litre 5-cylinder turbocharged engine driving through a 7-speed S tronic transmission and four-wheel drive system, but its power and performance have been substantially uprated, its fuel-efficiency improved and the all-new bodyshell is slightly larger but also lighter and more rigid.

Based on the new MQB platform that has recently revolutionised most of the Volkswagen Group's model ranges, the new RS 3 has a 53 mm longer wheelbase and the bodyshell is longer by 41 mm, wider by 6 mm and taller by 9 mm.

Amazingly, it is also 55 kg lighter, due to a new combination of aluminium and steel panels and construction techniques which result in a more rigid structure, important not just for safety and integrity but also for the handling and dynamic response of any high-performance vehicle.



i

The 367 PS power output of the new RS 3 might seem an odd number, but it translates into PS (DIN hp) from the 270 kW that means that the RS 3 'out-numbers' its main rival in this part of the market, the 265 kW (360 PS) Mercedes-Benz A45 AMG. Just to confuse matters, several British automotive titles still use the old-fashioned 'bhp' figure, quoting 362 bhp.



The typical RS styling has been further developed, its high-gloss black honeycombed single-frame grille framed with a matt aluminium border, the distinctive front bumper air intakes now have side blades, while the flared wheelarches, sill extensions, prominent tailgate spoiler, rear diffuser and twin oval tailpipes all combine to clearly distinguish the RS 3 from the normal A3 Sportback. All-weather LED headlamps and daytime running lights are now standard, along with light and rain sensors, and LED rear lights.

So, it's distinctive without being too overt, although some might consider the option of the quattro script on the inlet grille below the front number plate more a matter for individual tastes. The RS 3 is now available in a total of eight colours, with two new exclusive exterior colours – Nardo grey and Catalunya red metallic – added to the range. Our test car was finished in the Glacier white metallic, a £550 option, just one of a great many expensive extras that we'll be itemising throughout this road test feature.

Much is made of the fact that the RS 3 is powered by a turbocharged five-cylinder engine, 'just like that of the original quattro', but it is in fact a very different unit, one which has more in common with the naturally aspirated 150 PS 2.5-litre 5-cylinder unit that was originally used in the VW Beetle and Passat for the US market. It's an inline (R) five, but mounted transversely rather than longitudinally like the 5-pots of old.

This hand-built 2.5-litre (2480 cc) 5-cylinder TFSI engine, which regularly wins

its category in the International Engine of the Year awards, is now very much improved for the latest RS 3. Enhancements in the engine management software, a more efficient intercooler and an improved exhaust system have all conspired to increase its power output by 8 per cent, from 340 to 367 PS, with torque up by 3 per cent, from 450 to 465 Nm, albeit over a slightly higher rev range than before.

Even more so than before, those power and torque figures are simply huge, more like the output of an engine for a mid-engined sports car than a compact 4-door estate, but just as significant is the tractability and flexibility of this engine, due to the wide range over which its performance is produced. With peak power from 5550 to 6800 rpm, and the maximum torque of 465 Nm (343 lb.ft.) developed over a broad span from 1625 to 5550 rpm, it simply oozes pulling power.

Put simply, that sort of output translates into readily available accelerative response almost regardless of what engine speed and which gear you're in, but snick down a gear or two and the response is phenomenal – almost breath-taking – massively urgent, and accompanied by the distinctive five-cylinder warble that crackles from the tailpipes, especially prevalent on our test car with the RS Sports exhaust system that comes as part of the Dynamic package.

So, lighter and more powerful, with the new RS 3 having a power to weight ratio of 230 PS per tonne, compared with 216 for the previous model, the performance is well up to expectations, although the top speed is still electronically limited. We didn't stretch it that far, but Audi quotes 250 kph/155 mph unless you opt for the derestriction which allows 280 kph / 174 mph to be achieved, on the increasingly rare empty autobahns, the 2-mile

'The hand-built 2.5-litre 5-cylinder TFSI engine is now very much improved for the latest RS 3...'





runway at Bruntingthorpe Proving Ground, or perhaps more likely at the squash club bar...

The real performance advantage is the immense acceleration, both from a standing start and while on the fly. Audi's own figure of 4.3 seconds for the 0-100 kph (0-62 mph) sprint is some three tenths of a second faster than before, and this was reflected in our own full-bore performance tests. The previous RS 3 had clocked the standing start 0-60 mph sprint in a best time of 4.32 while the fastest we recorded with the new model was a 4.14. It must be stressed, though, that these optimum times can only be achieved using the launch control function.

A normal 'stamp on the loud pedal' and accelerate hard, in Dynamic mode, with the shifter in S mode, allowing the S tronic to charge through the gears, could only produce a best figure of 4.63, although that is plenty fast enough for all practical purposes. After all, the 7-speed dual clutch transmission for the new RS 3 has been optimised for even quicker gearshifts and the fifth generation Haldex-type rear coupling uses enhanced software for more rapid torque transfer to the rear wheels.

We only officially record the acceleration up to 80 mph, for the purposes of normal road use, but with a race circuit at our disposal on this occasion the opportunity arose to venture further into the speed range, with 100 mph coming up in 10.4 seconds and 125 mph in 15.9.

Accelerate hard while on the fly and the RS 3 almost instantly delves down through the gearbox, akin to the kickdown of a

normal auto 'box, and simply sears away, making short work of any available overtaking opportunity, although in such circumstances it's best to prime the transmission first by flicking down a gear using the left-hand paddle shift lever on the steering wheel.

So, there's phenomenal performance at your disposal with the new RS 3, but you'll only really be able to explore anywhere near to its full ability on a drag strip or race circuit. But it is also eminently practical as an everyday vehicle, not just a weekend toy, and so its fuel-efficiency is also an important consideration. The good news is that the new RS 3 isn't a gas-guzzling monster that is going to need constantly replenishing at the pumps.

Of course, the engine is now fully EU6 compliant, with Audi claiming a combined cycle figure of 8.1 l/100 km (34.9 mpg) equating to 189 g/km of CO₂ emissions,



Launch control

A FUNCTION introduced for the high-performance models with the S tronic transmission, launch control is designed to provide the ultimate performance from a standing start in a consistent manner. It is certainly not meant to be used in normal road use, but is entirely appropriate for anyone wanting to test the RS 3 on a drag strip or at a race track venue.

With the engine and transmission fully warmed up, you select Dynamic mode in the Drive Select system, turn off the Stop/Start and Hold Assist and switch off the electronic stability control (ESC), select the Sport setting on the 7-speed S tronic gearbox, then hold the brake pedal down hard with your left foot, and floor the throttle pedal with your right.

The ECU will hold the engine speed at 4,000 rpm before you step off the brake pedal and hang on tight as all four wheels put down the full power and torque, literally catapulting you down the track.

Bear in mind, though, that with the ESC switched off you lose the advantages of traction and stability control, so this is really only advisable in a controlled environment with plenty of space to play with. Try using launch control on a damp or wet road and you'll certainly not gain any performance, and could find yourself getting seriously out of shape!

improvements of around 12 per cent compared with 31.0 and 212 respectively for the previous RS 3, thanks to the addition of stop/start, energy recuperation and a taller ratio in seventh gear.

The official figures have to be qualified here because the test car was fitted with the optional wider front wheels and tyres which take a slight toll on fuel economy, reducing the official figure to 34.0 mpg and increasing CO₂ emissions from 189 to 194 g/km.

Those numbers may well be somewhat academic, comparative rather than definitive, as our real-world testing produced an overall fuel economy figure of 25.8 mpg, up slightly from that of the previous model and it could have been better still were it not for that high-speed excursion we mentioned previously.

More significant is that our economy driving test figure was substantially improved in this case, from 30.9 for the previous RS 3 to

'The 7-speed dual clutch transmission for the new RS 3 has been optimised for even quicker gearshifts...'

'Snick down a gear or two and the response is almost breath-taking!'



38.3 mpg for this new model. That's probably as good as it'll ever get, but it's useful to know if you're running low on fuel on a long journey, as we found for ourselves.

Returning home on the M4 from Castle Combe, cruising at typical motorway speeds, the fuel gauge very quickly dropped from showing two bars to flashing up the fuel range warning light, just after we'd passed Membury services. Slowing to a steady 60–65 mph was enough to get us comfortably to Reading services, but you'll need to be wary of that fuel gauge if they are all like this.

It's worth noting that we always run any high-performance test car on a good quality high octane brand like Shell V-Power, BP Ultimate or Tesco Momentum. The RS 3 will run happily enough on ordinary 95 RON premium unleaded, but it'd be somewhat like feeding a thoroughbred race horse on a diet of dry straw.

Considering its huge performance, the new RS 3 has the same 370 mm diameter for the front discs but they are now the lightweight wave-profile steel discs that were first used on the new RS 4 a few years ago. Vented, drilled and floating for improved heat dissipation, the wave-like circumference saves 3 kg, working rather like a lightened flywheel as well as improving unsprung weight.

The front brakes use 8-piston fixed callipers finished in gloss black (or, as here in the optional £325 extra-cost red) and bear the trademark RS logo, while the rear discs are 310 mm with single-piston calipers. The new RS 3 now also uses the switch-operated electronic parking/emergency brake system.

Suffice it to say that we never had any reservations about the braking performance of the standard wave discs for fast road use, but also available is one of the few options not fitted to this car; ceramic front brakes

of the same 370 mm diameter as the steel wave discs, but with vented and cross-drilled carbon-fibre reinforced discs. Providing maximum resistance to fade, they also have a very high wear resistance, claimed to be good for up to 183,000 miles, and save 5 kg in weight compared to the standard discs. With the callipers painted anthracite and detailed with the 'Audi ceramic' logo, they are an expensive option, but certainly worthwhile for anyone who want to exploit the full performance on track, and they should probably be mandatory for anyone who takes up that 174 mph top speed option.

Standard-fit wheels on the RS 3 are the familiar five-arm rotor style, but with slightly slimmer spokes. The standard rims measure 8.0 x 19-inch and are fitted with 235/35 tyres at both front and rear, although the optional (£895) rims – as fitted to our test car – are wider on the front, measuring 8.5 x



'Suffice it to say that we never had any reservations about the braking performance of the standard discs...'



19-inch, and are fitted with wider 255/30 tyres, along with the 8.0 x 19s and 235/35 at the rear. Inevitably there is a subtle difference in handling and traction with the wider tyres on the front, although there is also a slight price to pay in terms of fuel economy. Our test car was fitted with Pirelli P-Zero tyres.

The new MQB platform retains the MacPherson strut/coil spring front end and multi-link rear suspension layout, but it has been further enhanced. In its standard form, described as RS sports suspension, it comes with stiffer springs and firmer dampers and rides 25 mm lower than the standard S3 Sportback.

The previous RS 3 was not at all short of handling ability, although some journalists claim to prefer a more tail-happy 'BMW' driving style that is not at all appropriate for normal road use. While the balance of the chassis has not been seriously altered, the new RS 3 is clearly more inclined towards 'neutral and agile' rather than its inherent light understeer and our track test at Vallelunga earlier in the year showed that it could even be capable of light drifting.

The new control systems for the Haldex rear drive coupling and stability control play a part here by transferring power to the rear wheels earlier in the corner exit and while it could undoubtedly be misused to provoke the RS 3 into playful oversteer, when driving fast up the tight and twisting hill climb at Shelsley Walsh you definitely want to be going front end first and the RS 3 proved to be both accurate and agile.

The electromechanical progressive steering of the new RS 3 varies its ratio as a function of steering input and, while it might not be 'playful', it provides a very confident connection with the chassis at all speeds.

The new RS 3 is also available with the optional Magnetic Ride suspension as part of the £2,495 Dynamic package plus, as fitted here. The adaptive dampers are magnetically adjustable; controlled through the Drive Select system, they offer a choice of Auto, Comfort and Sport modes.

In normal Auto mode, the system automatically adjusts the damping rate to suit the prevalent driving style, but it can be switched to Comfort or Sport settings by using the Drive Select button, or the MMI control in conjunction with the menu screen, to toggle between settings.

Sport mode is quite stiff and firm, a little too much for anything but the race track or

the smoothest of main roads, while Comfort will moderate the ride on rough surfaces at low speeds but is also ideal for steady motorway cruising, before switching to Sport to take the off ramps in great confidence with hardly a hint of body roll. It's also worth playing with the Individual setting that allows you to adjust each parameter in its own right.

So far we've mentioned just a few of the many options that were provided on this test car, taking its basic price of £40,795 all the way up to £51,185! The Comfort & Sound pack (£1,150) provides cruise control, Bang & Olufsen sound system, interior lighting package and auto-dimming rear-view mirror, while the Technology Package with Audi Connect (£1,445) provides the HDD-based MMI satnav and MMI touch with a retractable high-res colour screen and voice control system, as well as the addition of Audi Connect online services.





'If you have to buy just one car to satisfy all your needs as a driving enthusiast then the RS 3 Sportback does it all, and it does it all extremely well...'

The shopping list continued with the high gloss black styling package (£695), Audi Phone Box (£325), extended mono.pur interior finish (£295) folding and heated door mirrors (£250) with the exterior housing in body colour (£125), carbon engine cover (£495) and privacy glass (£290), although we're advised that the £750 carbon inlays on this test car were not currently available to order in the UK.

Our car also had the S Super sport front seats, trimmed with fine black Nappa leather with contrasting rock grey stitching (£795)

as well as the standard trademark flat-bottomed leather-trimmed three-spoke 'RS' multifunction steering wheel with Alcantara inserts. The RS instruments come with black dials, red needles and white scales, and it has aluminium sill trims with RS logo. Dual-zone electronic climate control and Audi parking system plus with front and rear acoustic and visual parking aids complete the package.

For all its ultra-high performance, huge handling capability and sophisticated specification level let's not forget that the RS 3 Sportback is also a full five-seater, four-

door compact estate car, with a decent sized (280-litre) boot and split-folding rear seats that expand the load capacity to 1120 litres.

Priced at £40,795 on the road, even if you can avoid that tempting range of optional extras, the new RS 3 is far from cheap but it combines near supercar performance and handling with reasonable fuel economy and everyday practicality.

If you have to buy just one car to satisfy all your needs as a driving enthusiast then the RS 3 Sportback does it all, and it does it all extremely well. 



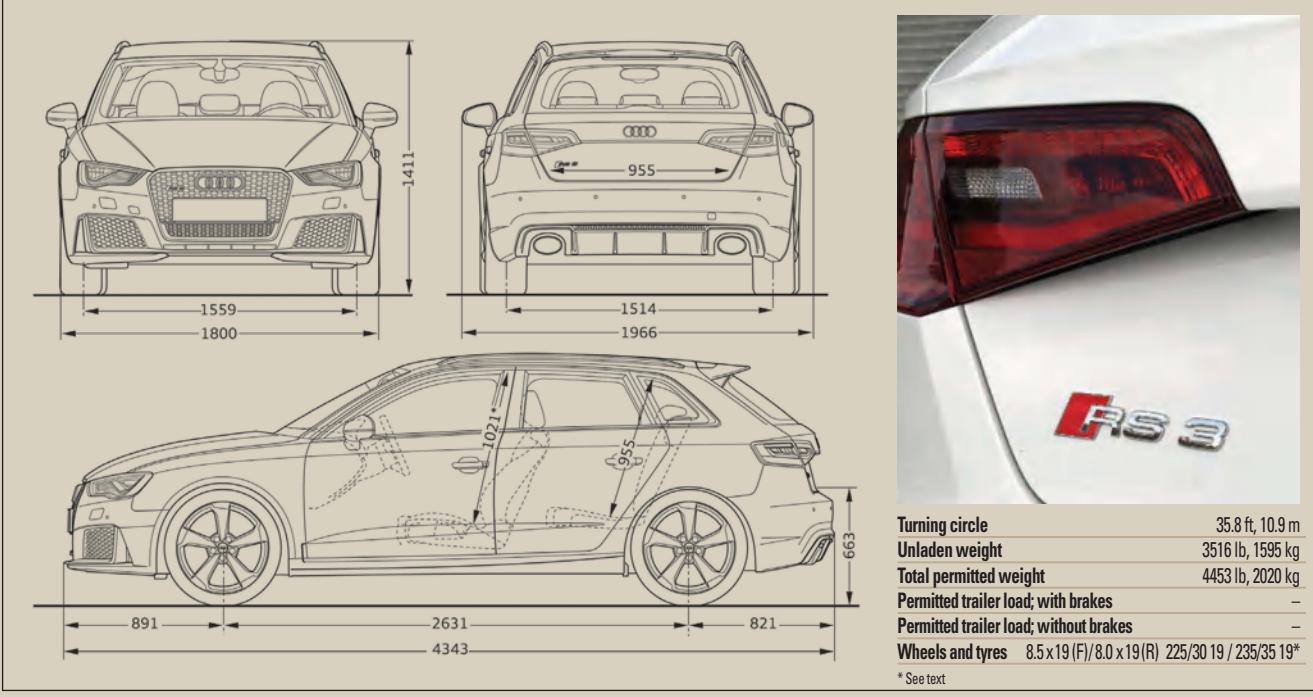
Price comparison

Golf R 5-door	300 PS 2.0 TSI 4Motion 6-spD DSG	£32,890
S3 3-door	300 PS 2.0 TFSI quattro 6-spD S tronic	£33,580
Golf R Estate	300 PS 2.0 TSI 4Motion 6-spD DSG	£33,385
S3 Sportback	300 PS 2.0 TFSI quat 6-spD S tronic	£31,600
TTS Coupé	310 PS 2.0 TFSI qu 6-spD S tronic	£38,945
RS 3 Sportback	367 PS 2.5 TFSI qu 7-spD S tronic	£40,795
Q3 RS	340 PS 2.5 TFSI quattro 7-speed S tronic	£45,540
S4 Avant	333 PS 3.0 TFSI quattro	£40,910

Facts and figures: RS 3 Sportback 2.5 TFSI quattro 7-spd S tronic



DIMENSIONS & WEIGHTS





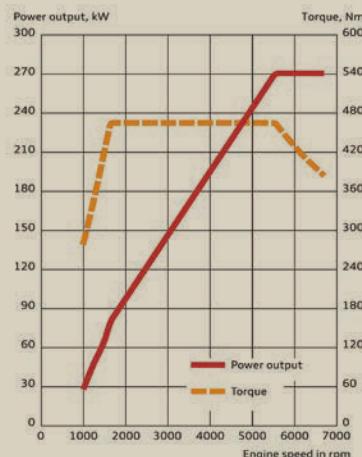
ENGINE / FUEL ECONOMY / ACCELERATION

ENGINE SPECIFICATION

Displacement	2480 cc
Configuration	In-line
Cylinders	5
Bore and stroke	82.5 x 92.8 mm
Power output	367 PS (270 kW) @ 5550-6800 rpm
Maximum torque	343 lb.ft. (465 Nm) @ 1625-5500 rpm
Compression ratio	10.0:1
Valves per cylinder	2 inlet, 2 exhaust

FUEL CONSUMPTION	
Overall test value	25.8 mpg, 10.9 l/100km
Economical driving	38.3 mpg, 7.4 l/100km
Urban cycle	25.2/24.8* mpg, 11.2/11.4* l/100km
Extra urban cycle	44.8/43.5* mpg, 6.3/6.5* l/100km
Total	34.9/34.0* mpg, 8.1/8.3* l/100km
Fuel required	95/98 RON Premium unleaded**
Fuel tank capacity	12.1 gallons, 55 litres
CO ₂ emission	189/194* g/km

*With 8.5J x 19 wheels ** See text



ACCELERATION FIGURES

Maximum speed	155 mph, 250 kph
0-50 mph	3.1 sec
0-60 mph	4.1 sec
0-70 mph	5.4 sec
0-80 mph	6.6 sec
30-50 mph (3rd gear)	1.4 sec
30-50 mph (4th gear)	-
50-70 mph (3rd gear)	2.3 sec
50-70 mph (4th gear)	-
50-70 mph (5th gear)	-
50-70 mph (6th gear)	-
Road speed/1000 rpm in top gear	34.2 mph, 55.0 kph

Acceleration figures recorded using VI Monitor.
For more information visit the website at:
www.vi-performance.com

PERFORMANCE COMPARISONS

	RS 3 Sportback quattro S tronic	RS 3 Sportback quattro S tronic	TT RS Coupé 6-spd manual	TTS Coupé 6-spd S tronic	S3 Sportback S tronic
Displacement, cc	2480	2480	2480	1984	1984
Power output, PS/kW	367/270	340/250	340/250	310/228	300/222
@ rpm	5550-6800	5400-6500	5400-6500	5800-6200	5500-6200
Maximum torque, lb.ft./Nm	343/465	333/450	333/450	280/380	281/380
@ rpm	1625-5550	1600-5300	1600-5300	1800-5700	1800-5500
Maximum speed, mph/kph	155/250*	155/250	155/250	155/250	155/250
0-50 mph, sec	3.1	3.2	3.6	3.4	3.7
0-60 mph, sec	4.1	4.3	4.6	4.4	4.8
0-70 mph, sec	5.4	5.7	6.1	5.7	6.0
0-80 mph, sec	6.6	7.0	7.8	7.1	7.5
30-50 mph (third gear), sec	1.4	1.5	2.7	1.7	1.8
30-50 mph (fourth gear), sec	-	-	3.4	-	-
50-70 mph (third gear), sec	2.3	2.5	2.6	2.3	2.4
50-70 mph (fourth gear) sec	-	-	3.3	-	-
50-70 mph (fifth gear), sec	-	-	4.0	-	-
50-70 mph (sixth gear), sec	-	-	4.4	-	-
Overall consumption, mpg / l/100km	25.8/10.9	24.7/11.4	28.4/10.0	30.1/9.4	30.0/9.4
Unladen weight, lb/kg	3516/1595	3473/1575	3197/1450	3053/1385	3186/1445
Power/weight PS/ton, PS/tonne	234/230	219/216	238/234	227/223	211/208
Test publication date	Nov '15	Feb '12	Apr '10	Sept '15	July '14

*Top speed electronically limited – optional 174 mph unrestricted

'So, there's phenomenal performance at your disposal with the new RS 3, but you'll only really be able to explore anywhere near to its full ability on a drag strip or race circuit...'



To read any of the other tests mentioned in the comparison chart, back issues can be ordered online, securely, from our website: www.audidrivermag.co.uk



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ABT Sportsline RS 3 Sportback

Ian Kuah reports on how ABT Sportsline has turned the new RS 3 into a veritable pocket rocket... PHOTOS: IAN KUAH





THE NEW Audi RS 3 Sportback is the hot-hatch that many enthusiasts were waiting for. A beautifully built car, this second generation RS 3 could be regarded as the place former Golf GTI owners go when they grow up but do not require a larger car.

Powerful, charismatic and yet refined, it oozes sophistication and maturity in a class where the many offerings range from understated to extrovert in their physical presentation.

Positioned on the conservative side of the styling fence, the RS 3 is easy to live with as a daily driver. With its broad spread of talents, it inspires on a twisty road, the multiple-award-winning turbocharged 2489 cc five-cylinder engine spinning eagerly to its 6800 rpm red line through the gears. Yet its ability to waft along the motorway at 80 mph in virtual silence makes it a fine long-distance cruiser as well.

The engine is the heart of any car, and the RS 3 benefits from one of the best engines ever made in terms of its combination of power and torque delivery, throttle response and soundtrack. Just listening to the EA855 five-pot engine come to the boil is unadulterated aural bliss. Even in stock form, this is a 'tunnel car' with few equals.

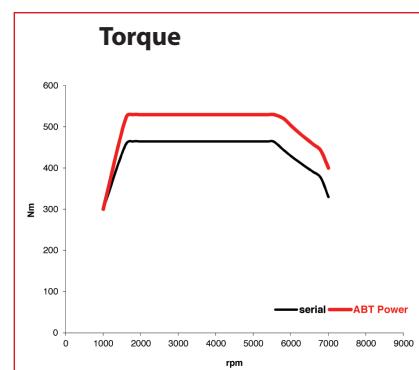
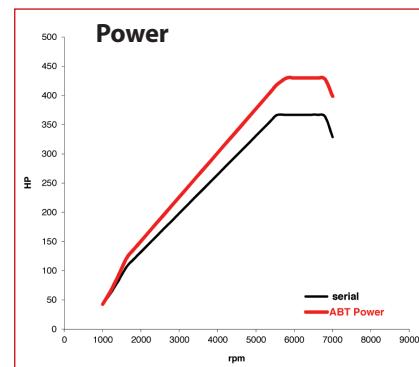
Now, ABT Sportsline has gilded the lily with their first conversion for the new RS 3. In conjunction with their sports silencer system that features four 102 mm diameter outlet pipes, the latest ABT Power 'New Generation' ECU module takes output from its already healthy 367 hp to 430 hp, accompanied by a torque increase from 465 to 530 Nm.



'The ABT Power ECU module takes output from its already healthy 367 hp to 430 hp, accompanied by a torque increase from 465 to 530 Nm...'

The widespread adoption of forced induction (turbocharging and supercharging) for emissions reasons has been a godsend for the aftermarket tuning industry. Naturally-aspirated tuning, especially where internal modification work is involved, is an expensive business, with displacement increases in particular being a wallet breaker.

Turbocharged and supercharged engines have the inherent potential for greater horsepower increases for a lot less money, while the all-important torque improvement is what really delivers the bang for your buck.





'As a simple-to-fit means of enhancing the output of a modern turbocharged petrol engine, this the perfect solution...'

In the early days of forced induction, so-called chip tuners had to replace the E-PROM on the ECU's main circuit board, a process that required a steady hand. Later on, over-writing the original software program through the diagnostic port became the default way to re-map an ECU for improved performance.

Today, in the third age of ECU tuning where OE manufacturers protection protocols are tougher than ever, the industry has widely adopted the use of external electronic modules that fit into the vehicle's wiring harness between the factory ECU and the engine. This module intercepts the signals from the ECU, re-interprets them and passes the altered data to the engine, which then reacts to the appropriate demand for fuelling, ignition and turbo boost within its physical limits.

The ABT Sportsline Power module concept is the best of both worlds, combining the module concept with bespoke mapping. Instead of being installed in series with

the factory unit and modifying its signals, it is mounted in parallel and has bespoke programming that matches the engine and transmission of the actual car it is installed in. Since no two engines coming off the production line are exactly identical, this allows ABT's engineers to make specific fine-tuning for each individual car.

However, as a simple-to-fit means of enhancing the output of a modern turbocharged petrol engine, this the perfect solution because these Plug and Play boxes can be sent to dealers around the world who can fit them in minutes with the provided wiring harness extension. And the process can be reversed just as easily when the car is sold.

When the module is offline, the car runs on its OE mapping, until the driver demands full throttle. This means that

unless you are lead-footed, the car is running as standard for much of the time, with normal performance, fuel economy and emissions levels.

The other issue is engine protection. The module is programmed to default to OE protocols when engine water or oil temperatures reach the factory maximum recommended numbers, such as when running hard in high ambient temperatures. At that point, the OE protection takes over and cuts back power and ignition advance to minimise thermal load and thus protect the engine.

An interesting side benefit for those with an environmental conscience is that while the stock RS 3 engine emits 0.9 to 1.0 g/hp of CO₂, the more efficient combustion of the tuned version drops this to just 0.7 g/hp, a 30 per cent improvement.

'The module is programmed to default to OE protocols when engine water or oil temperatures reach the factory maximum recommended numbers...'



So you can benefit from the extra 63 hp and 75 Nm with no reservations.

Extra peace of mind comes from the full two-year or 100,000-km warranty provided by ABT Sportline against any engine damage that might result from use of the module.

So how does all this extra power feel? The standard RS 3 is certainly no slouch, and ABT Sportline has been careful to basically mirror the standard power and torque curves at a higher level. Thus, the basic character of the engine is unchanged, with simply more of everything on tap.

With the quattro system doing its job to perfection, the ABT RS 3 makes full use of its four-wheel drive traction to blast off the line with no drama to hit 100 kph in just 4.1 seconds, a reasonable improvement over the standard 4.3 seconds. However, the real benefits are felt on the fly where the extra torque makes itself felt.

More torque means that the bottom end feels lustier, and when you accelerate in the intermediate gears on the fly, the palpable thrust is also that much greater. At the top end, where the horsepower benefits kick in, the car feels significantly quicker, pulling harder over the last 2,000rpm.

Out of the box, the RS 3 has an electronic speed limiter that calls a halt to proceedings at 250 kph (155 mph). If you pay Audi extra to have it delimited, that number will rise to 280 kph (174 mph).

Part of the ABT conversion removes the limiter, and the resulting 285 kph (177 mph) top speed is a function of the standard gearing. On an unrestricted flat stretch of autobahn near ABT Sportline's HQ in deepest Bavaria, I rapidly reached this claimed top speed, and was frustrated by the gearing and rev limit as it felt like the willing engine wanted to carry on building speed.

To keep the chassis in line with the extra power, ABT Sportline offers a suspension upgrade with sport springs that reduce the ride height by 30 mm in front and 25 mm at the rear. These work perfectly within the performance envelope of the magnetic ride dampers, and ABT readjusts the suspension geometry to suit after fitment.



'With the quattro system doing its job to perfection, the ABT RS 3 will hit 100 kph in just 4.1 seconds. However, the real benefits are felt on the fly where the extra torque makes itself felt.'





Two different designs of alloy wheels are available, the ultra-light forged ER-F and the cast alloy ER-C (ET35), available in Gunmetal, Silverbullet or Black Magic finishes. The ER-C can be had in 8.5J x 19-inch (ET35 or ET45), while the ER-F is only available in 9.0J x 19 (ET40). Both sizes wear 235/35R19 Continental SC 5P rubber, and no wheelarch modifications are required.

While tuner cars often go up in wheel diameter for appearance if nothing else, and ABT Sportsline does offer a 9.0J x 20-inch option, the best overall ride and handling compromise comes from the 19-inch forged wheels with their lower unsprung weight, as fitted to the test car.

The extra roll stiffness definitely helped turn in and poise on the fast and slow bends on the nearby country roads, while the lighter wheels seemed to offset some of the stiffness imposed by the sport springs. Unless you live in a country with very bad roads, this is a worthwhile conversion.



'The best overall ride and handling compromise comes from the 19-inch forged wheels with their lower unsprung weight, as fitted to the test car...'

ABT Sportsline told me that this Power module is just the first step in their RS 3 tuning programme, and that an S version is almost ready to be rolled out. They would not be drawn on exactly much power this will have, but if it is around 500 hp, the conversion will inevitably involve a new or modified turbo, larger injectors and high-capacity intercooler system as well. But the result will be an even more hugely impressive five-door hatchback!

Contacts

www.abt-sportsline.com

ABT Sportsline's UK distributor is **Richter Sport (ABT UK)**, based in Milton Keynes.

Call 0845 370 3227 or visit the website at www.richtersport.co.uk

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ADI 2015

PHOTOS: NEIL BIRKITT, JIM GAISFORD, CHRIS EYRE

Now in its 13th year, Audi Driver International goes from strength to strength, with a successful event providing a fitting tribute to its founder, the late Paul Harris...

AN ANNUAL event since October 2003, this year's Audi Driver International was missing one vital ingredient – its founder, the late Paul Harris, who passed away in July. It was never going to be quite the same without his distinctive voice over the PA, or his chairmanship of the technical forum or his commanding presence at the evening dinner and awards ceremony...

So, it was with some trepidation that the team headed for Castle Combe to set up ready for the main event on Saturday October 17, but we needn't have worried; he'd trained us all well and in the event this year's Audi Driver International on October 17 went very well indeed. It was a fitting tribute and we're all sure that he would have been pleased with the proceedings, even though – maybe because – we exercised a degree of latitude in some aspects that would not normally have been the case in years gone by.

Despite being scheduled exactly a week later than normal, due to changes in the Castle Combe motorsport calendar, Audi Driver International saw an excellent turnout for the time of year, although again the weather was kind to us – cool, dry and overcast, rather than cold, wet and windy.



'1970 Le Mans winner Richard Attwood was treating passengers to rapid rides around the circuit in an RS 3...'

– and a great time was had by all, whether taking to the track or just browsing the paddock for the trade stands, club displays and the Show 'n' Shine and Concours. Indeed, on numbers alone, it was probably the best attended Audi Driver International in its whole 13-year history.

As usual, Audi UK had a major presence with their two-storey exhibition centre and an impressive array of modern and historic models – RS 6, TTS and TTS Roadster plus the R18 Le Mans racer and an Audi

V8 and classic 80 Variant – and 1970 Le Mans winner Richard Attwood was treating some passengers to rapid rides around the circuit in an RS 3 Sportback. Several of the senior Audi PR staff were also in attendance throughout the day, with Audi's Head of PR, Jon 'Zammo' Zammett, spotted heading out in the passenger seat of the RS 3 at one stage, along with David Ingram and Alex Fisk from the press office.

The clubs turned out in force, numbering over 400 individual cars in total, with some



Audi Driver International Club displays

A2 OC
100 Coupé Club GB
Audi Addicts
Audi OC
Audi-Sport.net
Audi SRS
Classic Audi Club Audi
Eurocartel
NOG Sport
NSU OC
quattro OC
RS 3 OC
RS246.com
S2 Forum
TT Forum
TTOC

impressive arrays this year, but none more so than the RS 3 Owners' Club which arrived in a convoy of over 30 examples, all arranged in groups by colour!

Chaos was caused as they all arrived together at the cramped paddock gate and jammed up the internal roadway for some time while they all parked up neatly and in order, but the effort was well worth it in the end. We've never had an award for Best Club Display at Audi Driver International, but if we had then RS3 OC would have been deserving of it.

Clearly the club is just as much about 'go' as show, and later in the day they also

indulged in a parade lap session around the circuit that was a good deal faster than the normal leisurely convoy.

The TT Owners' Club and TT Forum also had a strong presence in the club display area, and TTOC members also took part in two dedicated club fast-lap track sessions during the day, as did Audi SRS.

We're surprised that more clubs haven't yet latched on to this arrangement, because it

is ideal for club members to have the track to themselves and at a discount price, compared with the normal sessions where you'll never really know who you're sharing track time with.

Also a larger attendance than usual this year from the quattro Owners' Club, celebrating its 25th year of existence, and you can find our report on the qOC Scottish tour and 25th anniversary dinner elsewhere in this issue. →

'The RS 3 Owners' Club arrived in a convoy of over 30 examples, all arranged in groups by colour!'





Track activity is also a major part of any event at a race circuit and this year we saw over a hundred drivers signed on for the fast lap sessions, with quite an eclectic mix – predominantly of Audis but also including a smattering of other VW Group cars and even some non-VW marques. While it might go against the original concept of this being an Audi-only event, it helps to cover the considerable cost of hiring the circuit and actually adds to the atmosphere of the event.

Many of the tuning companies also take the opportunity to run their demo cars on the circuit, with Badger 5, Fontain, Milltek Sport, MRC Tuning, VRS, Shark Performance, TT Shop and Motormods all running their track cars and giving fast



passenger rides to the visitors. Milltek Sport, this year's main event sponsor, had brought along Volkswagen Racing Cup driver Lucas Orrock to provide passenger rides in his race-prepared Scirocco; we're not sure if he was ever on track at the same time as Richard Attwood in the Audi UK RS 3 but it would have made an interesting comparison of speeds and skills. →



Track drivers at Audi Driver International 2015 (in alphabetical order, by surname)

Richard Attwood, Audi UK	Audi RS 3 Sportback	Dave Cowan, Chippenham	Renault Clio 182	Scott Henson, Stanton St Bernard	Audi A4
Kuldeep Bajwa, Willenhall	Audi TT	Phil Davies, Chepstow	Audi S3	Vincent Hickman, TT Shop / TTS Roadsport	Mk 5 Golf GTI
Ian Bartlett, Burnham-on-sea	Mk 5 Golf GTI Edition 30	James Dorey, Isle of Wight	Audi S2	Keith Hotton, Trowbridge	Audi S8
Robert Bartnik, Uxbridge	Audi S2	Chris Edwards, Ferndown	Audi S6 Avant	David Howl, Coventry	Audi TT
Lewis Bird, Grant Motorsport	VW Polo race car	Stuart Elliott, Hartlepool	Audi 90 quattro	Jennifer Howl, Coventry	Audi TT
Paul Bird, Grant Motorsport	VW Polo race car	Kim Enson, Stevenston	Audi S3 Sportback	Alistair Humphrey, Petersfield	VW Golf R32
Philip Bloomfield, Burton upon Trent	Audi TT RS	Tom Faust, Helston	Audi S3	Jason Humphrey, Rogate	SEAT Ibiza
Mike Brooks, Highworth	Audi RS 4	Lee Foley, Midway Watergore	Audi A4	Mark Hurley, Sheffield	VW Passat R36 Estate
Harry Butler, Ross-on-Wye	Audi A3	Andy Foster, Hailsham	Audi TT	Simon Last, Ash Vale	Audi TT 3.2
Glen Canning, Bletchingley	NSU TT	Russell Franklin, Bristol	Audi S4	Paul Leese, Leek	Audi S4
Goncalo Carvalho, Reading	Audi TT	David Gambrill, Penzance	Audi TT	William Linfoot, VRS	VW Golf R
Andrew Casey, Bristol	Audi S2 Coupe	Mathew Gargilio, Fernhurst	Audi S4	Neil Lovell, Langford	Skoda Octavia vRS
Andrew Chapple, Birmingham	TT quattro Sport	Nicholas Goodall, Skegby	Audi TT	Chris Marston, Yeovil	Audi S3
Daniel Clarke, Birmingham	Mk 1 Golf (1.8 20VT)	Kim Gouldstone, Crawley	Audi TT quattro Sport	John McNamee, London	Audi RS 3 Sportback
Tim Clarke, Poole	Audi quattro rally car	Stuart Gregory, Worcester	Audi S4	David Mahoney, TT Shop / TTS Roadsport	Mk 5 Golf GTI
Alistair Cochrane, Motormods	Audi A4	Sam Groves, Frome	Mk 1 VW Golf	Jamie Michalle, Shoeburyness	Audi TTS
Tom Cockings, MRC Tuning	VW Golf GTI	Ben Gunn, Yeovil	Audi S4	John Newsham, Beare Green	Audi S2
Sean Connors, Chippenham	Audi RS4	Gary Hammett, Gloucester	Audi TT 3.2	Krysztof Majewski, Harrow	Audi S1
Jamie Coombs, Bushey	Audi R4	Adam Hardacre, Poole	Audi SQ5	Daniel Mathers, Peterborough	Audi A3
Laura Coombs, Bushey	Audi RS 4	Peter Harding, Maidstone	Audi TT quattro Sport	Thomas Matten, Badminton	Audi A4 2.0 TFSI
Gary Coutts, Rugby	Audi TT quattro Sport	Gareth Haycock, Warmly	VW Golf	Richard Mauruschat, Melksham	Audi TT



'Many of the tuning companies also take the opportunity to run their demo cars on the circuit and give fast passenger rides to the visitors...'



Daniel Molinari, Sheffield
Nathan Nicholls, Brake
Jon Nicholson, Milltek Sport
Lucas Orrock, Milltek Sport
Jamie Padfield, Devizes
Matthew Parr, Bristol
Lawrence Parsons, Bristol
Shaun Partridge, TT Shop / TTS Roadsport
Constantin Pentilescu, Stevenage
Istvan Pinter, Norwood
Matthew Pyle, Basingstoke
Ray Read, Southampton
Mark Rose, Huntingdon
Guy Russell, Sheffield
David Seabury, Leamington Spa
Michael David Smart, Bristol
James Shadwell, Trowbridge
Dan Shaw, Lavendon TT Shop / TTS Roadsport
Mike Shields, Liverpool
Dan Sheeran, South Tawton
Darren Stables, Bradford

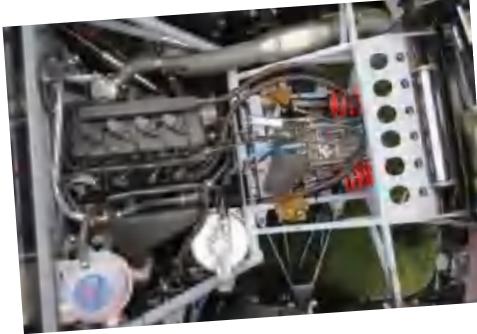
Audi S2 Coupe
Renault Clio 182
Audi TTS
VW Cup Scirocco
RS 3 Sportback
Mk 5 Golf GTI
Audi TT
Mk 5 Golf GTI
Audi S2
Audi A4 (B5) 1.8 SE
Audi A4 quattro
Audi quattro rally car
Audi TT
Mk 3 Golf GTI
Audi RS 4
Renault Clio Sport 182
Audi S8
Audi S8
Mk 5 Golf GTI
Audi S4
Audi S5
Audi A8

Jan Stockley, St. Agnes
Jennifer Talman, Haywards Heath
Richard Talman, Haywards Heath
Joe Tang, Solihull
Paul Taylor, Ashford
Pat Temple, Filton
James Tipping, Barrowden
Adrian Tolley, Milltek Sport
Mark Tomlinson, Yeovil
Lorin Toranis, Bournemouth
Andy Trayner, Broadstone
Max Tyson, Belfast
Alan Vaughan, Millbrook
Nick Vaughan, Eastleigh
Mike Walker, Plymouth
Grantley Woodhatch, Grant Motorsport
Ross Woolhead, Stewartby
James Wotton, Bexley

Audi A3
Audi RS 4
Audi RS 4
Audi S3
Audi TT quattro Sport
Audi A4 2.8
Peugeot 3008 HPI
Audi R8
Audi S3
SEAT Ibiza Cupra TDI
Audi quattro rally car
VW Scirocco R
Audi A3
Audi A3
Audi S8
Vento VR6 Cup car
VW Golf GTI
Audi RS 4 (B3)

Official photographer Jim Gaisford was on site throughout the day, taking top-quality photos of the cars on track. You can contact him on 01225 743 400 or e-mail: john.gaisford@btinternet.com

Also, if you took part in the special parade laps, you may have passed our own photographer as you drove round. You can contact us on 01525 750 500 or email: mail@autometrix.co.uk



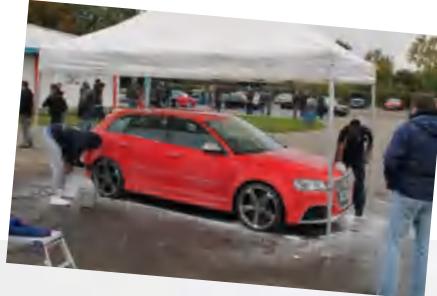
For many years, a traditional part of the event has been a technical forum, where our visitors can discuss various topics with a panel of experts. But this was never going to be the same again without the inimitable chairmanship of Paul Harris, and instead Steve Russell from Russell Automotive Centre in North-West London was on hand to provide some expert advice in a more informal manner. Maybe next year we can find a new format for this element of the event.

This year also saw a good turnout from the specialist trade, with a couple of new additions this year in the form of Alpine Electronics, showing its new range of

infotainment upgrades, and Aspect Valeting of Swindon who were doing roaring trade with their high-quality car cleaning operation.

Possibly the most impressive trade stand, though, was that of Dialynx Performance who'd brought along a spectacular array of modified and competition cars, including

Keith Murray's recently completed R8 racer, powered by a lightweight but very powerful 2.0-litre 16V turbo engine. We'd called in at Dialynx on the way to the event on the Friday and the R8 was still 'work in progress' so it was a great surprise to see it finished and on display, in full running order but not quite yet ready to take to the track.



'This year also saw a good turnout from the specialist trade, including event sponsors Milltek Sport...'





Show 'n' Shine class entrants

Stephen Allen, 2001 S3
Martin Challice, 1998 S4
Ann Chinsang, 2001 TT Roadster
Calvin Chinsang, A4
Brett Cooke, 2009 A3
Mark David, 2003 A4 Avant
Jacob Dubois, TT 2.0 TFSI
Tim Frazer, B5 RS 4
Bryan Marland, Coupé GT5S 1.8T
Dave Murphy, 1987 80
Steve Rogers, 1993 S2 Coupé
Andy Stevenson, TT quattro Sport
Jak Tichener, VW Polo
Danny Webb, B5 RS 4
James Wojcik, 2004 A3 3.2 V6

Concours class entrants

Andrew Abrahams, 2015 S3
Andy Bray, Ur quattro
Sam Harper, 2002 TT
Kevin Newman, 1961 Auto Union 1000SP
Hugh Nokes, 1991 100
Tony Seagrave, 2015 RS 7
Mark Travers, 2015 A1
Ian Waldren, Coupé
Chris Wood, TT 3.2 V6

'The Show 'n' Shine/Concours featured an eclectic mix of models, from original unrestored classics to highly modified modern show cars...'

Alongside the Audi UK display in the main paddock area was the Show 'n' Shine and Concours area, ably administered by Ian Fermor and Jamie Hennessey, and also featuring an eclectic mix of models, from original unrestored classics to highly modified modern show cars. Suffice it to say that we'll have to invest in some more trophies for next year, because all entries were deserving of an award.

Winner of the Show 'n' Shine class this year was Bryan Marland with his red 1981 Coupé with its 1.8T engine transplant, while Andy Stevenson took runner-up with his grey and black Series 1 TT quattro Sport. The Concours class was again won by Chris Wood with his Kingfisher blue TT 3.2 V6, with Kevin Newman's Auto Union 1000 SP convertible taking the runner-up slot. We'll have a full feature on this unusual historic car in our next issue. →



'We'll have to invest in some more trophies for next year, because all entries were deserving of an award...'



'The event now sees a much larger parade lap session at lunchtime, as well as individual club parades during the day, culminating in a grand finale parade to finish off with...'





'Swindon Audi surprised everyone by unveiling a fully restored 1973 Audi 100'



All too soon, it seems, our time at Castle Combe is over and following the final grand parade around the circuit at 4.45 pm, many of our visitors make their way over to the Hilton Hotel at Swindon for the evening activities, beginning with a reception over at Swindon Audi.

As well as a showroom full of the latest models, on display here were Audi UK's 80 Variant and Kevin Newman's Auto Union 1000 SP, but then Swindon Audi surprised everyone by unveiling their latest acquisition, a fully restored 1973 Audi 100 GL automatic.

Next on the itinerary was a return to the Swindon Hilton for the three-course gala

'The late Paul Harris, the original instigator of Audi Driver International received a standing ovation...'

dinner, ably hosted by Ann Harris, including some time spent on a quiz about all things Audi – hopefully not quite as fiendish as previous tests by the headmaster – followed

by the presentation of the Audi Driver Annual Awards, which you can find detailed elsewhere in these pages.

We were then addressed by Jon Zammett, Head of PR for Audi UK, who began by outlining the considerable sales successes of Audi this year but then gave a fitting tribute to the work of the late Paul Harris, the original instigator of Audi Driver International, who passed away in July, rightly receiving a standing ovation.

The event then continued with the usual disco and bar, with many guests mixing and mingling into the small hours – the event is always an ideal opportunity for professional and personal networking between members of the trade and clubs, sharing their enthusiasm for the business and the brand, as well as having a good time in the process.

It's too early just yet to discuss details for next year's event, but with the new management at Autometrix Publications along for the event this year, and clearly getting heavily involved, it all looks promising for Audi Driver International to continue for some years to come...

www.audidriverinternational.co.uk

Audi Driver Annual Awards

EVERY YEAR, the readers of Audi Driver magazine vote online for the individuals, companies and clubs which they believe have contributed most successfully to the world of Audi motoring...

The complete list of nominations, throughout the many different categories, is assessed and – by counting the considerable number of votes registered against each one – we are able to decide on the individuals or leading companies in each category.

Suitable allocations of Gold and Silver awards are made, although in some cases, where the margins are narrow, more than one award of each type is made in each category and in this event the entries are listed in alphabetical order.

The presentation of awards took place at a gala dinner at the Hilton Hotel in Swindon, which rounded off Audi Driver International 2015 on Saturday October 17.



Audi Centre awards



Audi Centre – after-sales service

Gold: Crewe Audi
Silver: Halesowen Audi
Silver: Stafford Audi



Audi Centre – customer relations

Gold: Stafford Audi
Gold: South Hereford Audi
Silver: Epsom Audi



Audi Centre – customer events

Gold: Swindon Audi
Silver: Crewe Audi
Silver: Basingstoke Audi
Silver: Milton Keynes Audi

'Every year, readers of Audi Driver magazine vote for the Audi Centres, companies, clubs and individuals who they believe have contributed most successfully to the world of Audi motoring...'

Independent sector awards



Independent Audi service provider (England)

Gold: APS
Gold: Autotechnica Hull
Gold: Russell Automotive Centre
Silver: AP Automotive
Silver: Mastertechs



Independent parts supplier

Gold: Parts Depot
Silver: Euro Car Parts (ECP)
Silver: GSF



Independent Audi service provider (Scotland)

Gold: Star Performance



Independent Audi retailer

Gold: Audi VW Centre, Bromham
Gold: Fontain Motors
Gold: Just Audi VW

Independent sector awards



Independent accessory supplier

Gold: Milltek Sport
Gold: The TT Shop / TTS Roadsport
Silver: Motormods
Silver: Revolution Motorstore



Independent technology supplier

Gold: Sat Nav Systems
Gold: Alpine Electronics
Silver: Hazy Days



Audi tuning companies

Gold: Dialynx Performance
Gold: MRC Tuning
Gold: Shark Performance



Silver: AmD Tuning
Silver: QST
Silver: Revo Technik



Independent Infotainment expertise supplier

Gold: Richter Sport



Suspension and/or wheel supplier

Gold: Eibach UK

Club awards

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These awards, this year kindly sponsored by Milltek Sport, are presented to Audi Clubs which excel in the areas of Events, Communication and information for its members.



Best Audi club – Events

Gold: TT Owners' Club
Silver: Audi SRS



Bodywork and paint

Gold: Prestige Body Shop

Audi Personality of the Year



Best Audi club – Communications

Gold: TT Forum
Silver: quattro Owners' club



Best Audi club – Information

Gold: Audi SRS
Silver: Club Audi



Audi Personality of the Year

Calvin Chinsang
organiser of Audis in the Park



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Rallyday 2015

*A capacity crowd was once again treated to an indulgent rally fest at the annual Rallyday extravaganza at Castle Combe. **Chris Eyre** reports...*

CELEBRATING its 15th anniversary, and featuring all types of rallying machines past and present, Rallyday on Saturday September 19 saw Castle Combe ram-packed with spectators, rally cars and rally-related car club show stands and side features from all related marques, with Volkswagen Group cars also featuring strongly.

For Audi enthusiasts, the car which undoubtedly stole the limelight on sight alone was Coen Donkers' Audi quattro

Sport S1 E2 Pikes Peak replica, built to an immaculate standard. Having been used only once before in Austria at the 'quattroLegende' event, and having made

'For Audi enthusiasts, the car which undoubtedly stole the limelight on sight alone was Coen Donkers' Pikes Peak replica...'

the trip from Holland to take part in Rallyday, this icon – albeit a single turbo version rather than the twin-turbo of the real deal which nestles in Audi Tradition in Ingolstadt – along with three other Audis, were all a real sight to behold.

Also starring was the Audi quattro S1 E2 HB-sponsored car owned by Jan Los, again from Holland, with various bodywork differences to the Pikes Peak car, and a car that has seen much more use. Staggering detail was evident on these replicas, the





'Also starring was an Audi quattro S1 E2 HB-sponsored car...'

Pikes Peak car in particular notable for an immaculate engine bay, with all the carbon Kevlar niceties evident that mark out the originals from Audi Sport.

Both were closely followed by Tim Clarke and Andy Trayner's faithful Group 4 long-wheelbase quattro replica of the iconic LYV 4X, this car a regular in demonstration events, as well as Nick and Tom Barrington who were out on the Clubman's rally stage in their similar version, all performing to an appreciative audience on a perfect sunny day.

Driven with various levels of verve, the Demonstration Stage cars transcended a large generation of rally vehicles, right from the '70s to the present. Screaming engines were the order of the day with some remarkably well-honed normally-aspirated cars. For those with trained ears, there was no shortage of investment in these exquisite power units at all.

Headlining the event was the legendary Ari Vatanen. The ex-World Rally Champion is always a great speaker to have at an event and he was on hand for interviews and autographs throughout the day, immersing himself in the event and providing a treat for all. Such is the stature of a man who is revered three decades on from what were literally his bumper years, he delighted the fans by showing that he'd lost none of his knack and he was soon throwing his ex-Timo Makinen Escort sideways, as were many of the other demonstration rally drivers.



'Headlining the event was the legendary ex-World Rally Champion Ari Vatanen...'



Particularly stunning was current M-Sport Ford WRC star, Elfyn Evans who demonstrated the company's Fiesta WRC, but also a handful of other cars which took the opportunity to perform outlandish 'donuts' around one of the organisers before heading onto the racetrack-come-stage proper, much to the delight of the audience.

On the grid walk in the late afternoon, it was clear where the attractions were. Pop a bonnet on these Ingolstadt quattro leviathans and a crowd was soon gazing in. The event was compered as ever by Tony Mason, Howard Davies, Graham Robson and Bryn Musselwhite, Speedhunters Editor,

keeping Rallyday show-goers informed and entertained with their considerable knowledge and a variety of interviews throughout the day.

While the Audi rallying icons stood tall during the main Demonstration Stage features, Jan Los's Dutch entourage also included four glorious road-going Audi Sport quattros all on display in the paddock. Seeing one is a treat, but seeing four is rather unusual!

Also present, but not in action, was Steve Perez's ex-David Sutton Motorsport Audi quattro Sport. The registration '44 WMN' will light up seasoned eyes as its original

works identity, registered in the Isle of Man for various reasons commonplace in rallying at the time, and garnished with a comical £15.00 road tax disc. Yes, that's not a digit out! The cherished machine adorned the front of the Kick Motorsport paddock trade stand, under strict instructions to remain there, but it does see plenty of action on occasion too, not least with regular appearances at the Goodwood Festival of Speed. Reportedly, this is a car that Audi UK wanted to buy back but the answer was 'No', and with a hinted value extending to 7-figures, the iterative logic being if that's what it's worth now, how



'Also present, but not in action, was Steve Perez's ex-David Sutton Motorsport Audi quattro Sport '44 WMN'



'The historic motor racing and rallying market has gone stratospheric...'



much more could it be worth in the future?

Rumour and degrees of speculation aside, the historic motor racing and rallying market has gone stratospheric, with the void between replicas and originals getting ever wider, such that, certainly in other spheres, replicas are built to use, in order to take the heat off the originals, while others wouldn't entertain it. Everyone has a view.

There was also Volkswagen interest from Bob Beale and Dave Vardy in their ex-Bill Bengry 1285cc Oettinger-engined VW Beetle. A 1958 car, owned since 1966, this relatively underpowered machine has the

distinction of having previously won the RAC British Rally Championship twice in 1960 and 1961. Bob has since used it in all manner of motorsport from the Welsh Autocross Championship to the Targa Rusticana

and Historic Monte Carlo rally, and it is scheduled to appear at the forthcoming Wales Rally GB in November. You'll be able to read more about it in our sister title *Volkswagen Driver*. ■



'Featuring all types of rallying machines past and present, Rallyday on Saturday September 19 saw Castle Combe ram-packed...'



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Back on track

*On its first trackday outing at Castle Combe in mid-August, **Andrew Chapple** discovered some areas that would need improvement before his TT quattro Sport could cope with a full day of fast circuit use...*

IN THE LAST installment of Project TT, I reported on its track debut at the Castle Combe circuit, which was a largely successful shakedown of all the work we've carried out, with the car notching up numerous hard-driven laps as well as the 3-hour/180-mile round trip to get there and back to Birmingham.

It wasn't without issues, however, with the front brake pads overheating after a handful of laps requiring a change in driving style to get through the day, and a sporadic turbo boost fault which caused the engine management system to run in limp mode.

With two months before the car's next scheduled track outing at Audi Driver International, again at Castle Combe, we had ample time to deal with these critical issues and even managed to address another important, but thus far neglected area which many see as essential for a trackday car.

The OE spec Pagid brake pads had proven immensely reassuring in normal road

use, but even a moderately spirited drive would produce the distinctive smell of uncomfortably hot friction material so it wasn't a complete surprise that they should complain that track use wasn't in their job description and demand a more measured approach to application of the middle pedal to keep them at a useable temperature.

Subsequent inspection revealed that the high temperatures had caused sections of pad material to detach and stick to the hot disc, thereby causing the juddering sensation.

You may wonder why we used standard road pads on track but it's important to remember that Project TT remains an 'almost'





EBC Brakes

As well as a wide range of different brake disc (rotor) designs, EBC Brakes offers a range of replacement brake pads, colour-coded according to the type of usage they are suitable for, as follows:

EBC Ultimax – Original equipment replacement brake pads, the Ultimax series offers reliable and repeatable braking performance for normal road use – ideal replacements for standard pads.

EBC Greenstuff pads – Perfect upgrade for lightweight vehicles and hot hatches, offering up to 15 per cent improvement in braking compared to original pads.

EBC Redstuff pads – EBC's 'flagship' performance pad for road use. Low dust compound, with minimal brake disc wear.

EBC Yellowstuff pads – High-performance brake pads for both fast road and trackday use. High friction, from cold, for improved braking.

EBC Bluestuff pads – Intermediate grade trackday pads. High friction pad for trackday and high-performance road use. Incorporates deep cut vee grooves for improved cooling and dust removal.

EBC Orangestuff pads – Ultra high-performance and high friction pad for race use. Not R90 approved for road use.

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daily driver so compromises are necessary and previous experience suggested they would be adequate. However, the braided HEL hoses and refurbished callipers maximised the efficiency of the braking system and worked the pads harder.

What we didn't realise was that it was possible to have our cake on the road and eat it on the track by using a good trackday pad which performs well at both disciplines. EBC Brakes offer a wide choice of brake pads for every type of driving from road to race and right in the middle of their range is the Yellowstuff pad which offers good cold performance on the road as well as the ability to handle repeated heavy brake use on track.

Their ECE Brake safety certification means that they must work at least as well or better

than stock brake pads from cold, but where they really impress on the road is during long braking applications where you can actually feel the braking force increase as the pad heats up, which hints at their prowess on track.

While the Yellowstuff pads will mitigate the problems that occur as a result of overly hot brake pads, the laws of physics still apply and the increased stopping power will come at the expense of higher temperatures, which is where our upgraded floating brake discs from the TT 3.2 should come into their own. Their two-piece construction promotes superior heat dissipation and enables radial expansion of the brake disc, minimising the risk of warping and cracking.





Compared to fitting a set of brake pads, troubleshooting turbo boost issues can be a whole lot more time consuming. Diagnostic software confirmed that the engine management system had recorded an overboost event – where the turbocharger had provided more boost pressure than had been requested by the electronics and to protect the engine it had invoked limp mode where boost pressure and therefore power are restricted.

On the 1.8T engine, boost is managed by the engine control unit operating the turbocharger's wastegate via a solenoid known as the 'N75' valve. Project TT still had its original installed and after 10 years in service, it seemed prudent to replace it as the cost would be far less than that of an aborted track day should the frequency of the fault increase.

Replacement is straightforward, with the valve located high up in the engine bay next to the diverter valve. As well as the electrical connection, there are three vacuum hoses that need to be swapped over to the new part once their securing clips have been released. They are usually quite a tight fit on the old valve so care needs to be taken when easing them off to not twist them excessively as it's easy to snap off the plastic pipes on the old valve which would then require them to be extracted from the hoses, a frustrating process.

Another common problem with ageing 1.8T engines is that of boost leaks. It's logical to assume that if there is a boost leak, a fault code for insufficient boost would be recorded rather than excessive 'over' boost, as was the case here, but if that leak is relatively minor, the turbocharger can attempt to compensate for any losses by working that bit harder. However, with a leak, the electronics won't be able to control boost levels as accurately and if they exceed the specified parameters, limp mode will occur to protect the engine.

The only practical way to check for boost leaks is to pressurise the system and listen for escaping air, using an air compressor and an adapter easily made up using a tin can and a tyre valve. The system should be pressurised close to the level experienced during full throttle acceleration and the speed at which it subsequently depressurises will reflect the probability of any leaks being present. Even a leak-free system will lose pressure as the air passes the valves, but it should be a gradual process and a small leak should allow pressure to diminish sufficiently slowly for inspection to take place.

By using this method, we eventually found a small hole in a hose connected to the inlet manifold, which would have been leaking boost pressure. Whether this was

Top left: The original N75 valve. **Above left:** New N75 installed. **Above:** Pressure tester in place. **Below:** Hole in hose revealed by pressure test.



sufficiently large to trigger an overboost fault code is hard to say but a leak-free system means no performance losses and less strain on the turbocharger so the work was well worth doing and, along with the new N75 valve, it should hopefully mean no more limping! →



'With these three key areas dealt with, Project TT's next track time should be less problematic...'

For Project TT's track debut in August, we'd decided to use a set of well scrubbed Goodyear Eagle F1 road tyres to allow us to explore the car's handling at relatively moderate speeds but, while they are highly regarded as high-performance road tyres, it soon became clear these were the weakest link in the car's performance, with the super stable H&R suspension crying out for some equally optimised rubber to work with.

So, the TT 3.2 wheels have now been shod with some of Toyo's new R888R trackday tyres. The existing Toyo Proxes R888 has long been the default choice for those looking for a road-legal trackday tyre but the all-new R888R which will eventually replace it has been improved in every single area.

The outgoing design was an incredibly successful all-round tyre, giving exceptional dry grip combined with unusually high adhesion levels in wet and cold conditions, but the R888R has been totally re-engineered from a clean sheet of paper. As a result it now performs even better on track but remains one of the very few tyres, along with the original R888, that will surpass the latest tyre labelling regulations that came into force on November 1, 2014 making it totally legal to use on the road as well as the track.

While fully road-legal, however, it's not altogether sensible to use them on the road more than necessary as their ability to

handle standing water is somewhat limited and they will inevitably wear more rapidly than a pure road tyre, so we will be using them strictly on a to-and-from the track basis with the 90-mile journey to Castle Combe helping to bed them in before they are used in anger.

With these three key areas dealt with, Project TT's next track time should be less problematic, the only downside is that my excuses for being off the pace are fast running out!



THE TOYO PROXES R888R WAS LAUNCHED TO THE PUBLIC AT AUTOSPORT INTERNATIONAL ON JANUARY 8, 2015. THIS ALL-NEW TYRE, WHICH WILL EVENTUALLY REPLACE THE BEST-SELLING PROXES R888, HAS BEEN IMPROVED IN EVERY SINGLE AREA.

The outgoing design, which will continue in many sizes as the new model rolls in, has been an incredibly successful all-round tyre, giving exceptional dry grip, combined with unusually high levels of adhesion in wet and cold conditions, making it the choice of control rubber for dozens of club championships, as well as the ideal solution for many high-performance car enthusiasts. It was also OEM choice for RenaultSport on the Megane R26R.

The R888R has been totally re-engineered in order to create a tyre that performs even better on track, but – surprisingly – remains one of very few tyres commercially available, along with the original R888, that will surpass the latest tyre labelling regulations which came into force on November 1, 2014, making it totally legal for use on the road as well as the track. Put simply, almost all other manufacturer's 'semi-slick' tyres produced from this date, are fine for track use, but will not be legal for use on the road.*

The 'GG' compound of the new R888R has made it onto the approved tyre list for road legality, but Toyo has also managed to have the even grippier 'SG' compound approved in certain sizes. This super-sticky compound has proven to be a huge seller in sprint and hill-climb markets in the past, and is particularly popular for lightweight cars like the Caterham and Westfield.

Produced in 32 sizes initially, the new Proxes R888R takes track performance and grip to a whole new level, with a fast warm-up time, increased dry grip and sustained performance over multiple laps and heat cycles. A rayon 'super-high' turn-up ply on some sizes, combined with steel side plies, give the new Proxes R888R precise steering response and feedback to the driver allowing full control in order to optimise lap times.

Commenting on the new tyre, Toyo UK Technical and Motorsport Director, Alan Meaker said, 'The Proxes R888R really is a very complete solution for driving and trackday enthusiasts – as well as serious racers. The new labelling regulations mean that this tyre now stands alone in the market as a competition-quality design that can be legally driven to and from the circuit. This makes it perfect for trackday and club race use. Judging by its improved performance in all areas, we think it will be every bit as popular as its forebear.'

We published a full four-page feature on testing of the new Toyo R888R in the March 2015 issue of sister title *Volkswagen Driver*.

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* Any stock of these tyres that were manufactured prior to this date can continue to sell for 30 months, but production after this date will have to be marked for 'competition use only'.



'If your Series 1 TT has a headlight level sensor, the passenger side (left) duct will need trimming slightly to clear the arm of the level sensor...'

A FINAL modification was added just before the track day at Audi Driver International, to provide a further improvement in terms of braking efficiency, as Andrew explains:

Cooling of the brakes can also be improved by the addition of air ducts to the front wishbones and I came across these genuine Audi parts that are factory-fitted to the Series 2 TT RS, designed to scoop air across the wishbones towards the brake discs.

Their effectiveness on Project TT will be hard to quantify, not least because I didn't have the chance to try the EBC Yellowstuff pads first, without the ducts having been fitted, and so the individual improvements from each upgrade will be impossible to distinguish. However, it is safe to assume that the quattro GmbH engineers will have considered that it would provide a worthwhile benefit and some of this will undoubtedly still apply to an installation on a Series 1 TT, even with the earlier model's different aerodynamics.

The nice thing about it is that installation doesn't even require the wheels to be removed, though this does ease the process if the car isn't fully raised. The ducts simply slot over the wishbones, after which they

are secured using a nut and bolt. The factory TT RS installation uses a spacer sleeve to fill the gap between the bolt head and the nut but this isn't essential on a Series 1 TT and a couple of washers will do the job adequately, though we did use nylon locking nuts to prevent them working loose.

If your Series 1 TT has a headlight level sensor (as used on all models with Xenon headlamps, so 225, quattro Sport and V6 models), the passenger side (left) duct will need trimming slightly, as shown, to clear

the arm of the level sensor.

Once fitted, it's worth checking that the ducts don't foul the CV boots when the car is back on the ground and that they remain clear of the brake callipers when on full steering lock.

These ducts are genuine Audi parts, available from your Audi Centre parts department, but can also be sourced from the TT Shop for £45.05 plus carriage (including nuts, bolts and washers) and TT Shop can expertly fit them for £99. ■



Part numbers and prices

N75 valve 06A.906.283E - £59.68 inc VAT.
Hose 06A.133.783AT - £9.78 inc VAT.

EBC Yellowstuff pads: Front (TT 3.2) £125.90
Rear £55.51 (both inc VAT)

Left air duct 8P0 863 149B - £19.25 inc VAT

Right air duct 8P0 863 150B - £19.25 inc VAT



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'The Scottish Tour has become an annual event with a loyal following...'

qOC 25

Stephen McPherson reports from the quattro Owners' Club 25th anniversary tour and gala dinner...

THE FIRST original quattros were produced in 1980, although none came to the UK until 1981 and it was on June 24, 1990, when six quattro owners met at the Bridge End Rugby Club, that the quattro Owners Club (qOC) came into being.

Over the years since then, the club has hosted thousands of meetings as the various area groups around the country hold regular gatherings and national meetings take at major events such as the NEC Classic Car Show, Donington Historic Festival and the Gold Cup meeting at Oulton Park.

Three international tours have also taken club members back to the factory, with a group of 16 cars in 1996, an amazing 50 cars in 1990 and 14 cars in 2010.

The Scottish Tour has become an annual event with a loyal following. It was initially run in 2001 following a very successful quattro 2000 event in Europe. As the Tour D'Ecosse, it introduced many from south of the border to the delights of rural Scottish roads, not least the isolated 'Pass of the Cattle' at Applecross.

It has since become an annual pilgrimage for many owners, with the tour being held annually in October over the clock change

weekend. This year the dates were changed as the club was hosting a special 25th Anniversary Dinner at Haydock and it made sense to finish the tour with attendance at the dinner; a route was devised to start in the Scottish Borders and take us south to Haydock over three days of touring.

The tour group met up at the Macdonald Cardrona hotel on the Wednesday, our base for two nights to explore the roads and scenery of the borders. Tour guests arrived to tea and coffee, with a difference... quattro mugs had been provided by Aberdeen Audi, and my wife Alison had created some very special cupcakes.



The next day, at 9 am sharp, the tour commenced with the route taking us to Heriot, Stow, Lauder and across the wonderful B6456, an undulating tarmac strip across the moors to Duns. Here we visited the Jim Clark room, a small but tightly packed museum featuring all things Jim Clark. There are too many trophies to count, a jacket naming Jim as 'rookie of the year', showing that we all had to start somewhere, and video footage of track action, some of this unique to the Jim Clark room. The museum has plans to expand the facility and experience, and to have one of Jim Clark's race cars on site. Our thanks are extended to the curator for arranging an early opening for our tour group.

We proceeded south from Duns taking a loop to Kelso with views of the spectacular Floors Castle. This is Sir Walter Scott's Country so our next stop was at Scott's view; certainly spectacular on a good day and we were blessed with a clear and bright conditions.

We continued onwards to our lunch stop at Abbotsford visitor centre, situated alongside the home of Sir Walter Scott and with an excellent restaurant with a grand view of the main house. There is an



exhibition and the opportunity to tour the main house and gardens. We had already covered 100 miles during the morning and so the tour group had the choice of undertaking the afternoon drive or staying on to view the house and having an early return to enjoy the hotel facilities.

The afternoon drive was challenging and gave us a bit of everything; smooth tarmac with free-flowing curves, narrow single-track roads with severe climbs and drops, blind crests and spectacular views. The A708 from Selkirk to Moffat starts with twisting roads before opening up to allow spirited driving alongside St. Mary's Loch. We even had some rain at this stage, a heavy shower causing standing water before we simply drove out of it into dry conditions again.

After passing through Moffat we started the long climb on the A701 past the Devil's Beef Tubs. There is a viewpoint but it is not easy to find. The Beef Tubs are the long drop to the bottom of four hills where the border reivers, commonly referred to by their enemies as 'devils', hid their stolen cattle back in the day.

Continuing on the A701, our route instructions were to look out for signing and turn off right onto an unclassified road, although this was made more difficult by the sign being partially obscured by branches and leaves. However, most of the groups made it, taking them across a narrow single-track ribbon of tarmac into the hills.

This started with gentle incline, with wonderful scenery as we passed Talla Reservoir, but then the incline increased to 30 per cent and a low gear was required to tackle this steep, single-track road. There were no passing places until the top of the climb was reached; thank goodness we didn't meet anyone coming the other way. This is a genuinely remote and quiet road, but you can never tell who has chosen to use it at any given time.

This was my personal highlight for the day, so different from normal everyday driving it makes travelling for many miles worthwhile just for the experience.

The road continued past Megget Reservoir, collecting water from the Tweedsmuir Hills to supply the city of Edinburgh. The water

was still and the views fantastic. The road then took us back towards Cappercleugh and onwards to the Cardrona for a welcome swim and relaxation before dinner with our fellow quattro enthusiasts.

The group was prepared for a longer morning drive the following day. As we were moving from Peebles into Northumberland for day 2, there was quite some distance to be covered. We passed the historic Traquair House before descending the 'paddy slacks' towards Yarrow Water and we then crossed Alemoor Loch on its causeway as we made for Hawick. From there it was south on the B6399, where the road surface here was not kind to all. One of our group in an RS 6 hit a pothole hard and heard the sound of a problem; a front tyre was deflated...

As with many modern vehicles, no spare wheel is provided, but the tour cars they were travelling with stopped to help out. They duly followed procedure, attaching a pressurised canister to the valve but to no avail as closer inspection revealed a tear in the inner tyre wall. It looked as if the tour was to come to an abrupt end for them but they drove the short distance



'It is so different from normal everyday driving it makes travelling for many miles worthwhile just for the experience...'



'Taking the quattros back to Kielder Forest, the scene of many a fine RAC Rally quattro victory over the years, was an appropriate 25th Anniversary treat...'

to Newcastle and found a tyre depot. Tyres of suitable size for an RS 6 are not commonplace and they didn't have one on the shelf. However, with some phoning around they sourced a suitably sized tyre, albeit a mud and snow tyre, and had it delivered and fitted in just over an hour.

The remaining cars experienced the wonderful B6357 towards Bonchester Bridge. This road follows the increasingly narrow valley of Liddel Water, ascending over open moorlands and forest where you can see the tarmac reaching into the distance – yet another great driving experience.

The tour continued for all, with the RS 6 group making up for their delay by cutting out the Carter Bar stop on the A68 on the Scotland-England border to catch the rest of the tour.

The tour group continued towards the Kielder Reservoir, entering Kielder Water and Forest Park on the Shilling Pot road. Taking the quattros back to Kielder Forest, the scene of many a fine RAC Rally quattro victory over the years, was an appropriate 25th Anniversary treat.

Luckily for us, Alex MacLennan, the recreation and public affairs manager for the Forestry Commission, is also a car enthusiast and welcomed the tour for a photoshoot at Kielder Castle, where the Forestry Commission's Ford van was soon surrounded by quattros in front of the

castle. We didn't have the opportunity to wash the cars before arriving, and Alex was quoted as saying 'who would have thought it, muddy quattros at Kielder again!'.

After giving us a talk on his memory of the RAC Rallies of the past and a very informative overview of the forest park, we thanked Alex for his hospitality and that extended by the Forestry Commission. His one request was a ride in a quattro, so I duly obliged and many smiles resulted as he felt the 5-cylinder warble brought it all back so readily.

After a morning drive of 123 miles we were glad to arrive at the Pheasant Inn at Stannersburn, only a short drive from Kielder Castle. Why the Pheasant? This was a regular stopping-off point for the rally drivers, particularly on the reconnaissance prior to the event. Staff there remembered Ari Vatanen, Pentti Airikkola and the late Colin Macrae among other famous names. Stig Blomqvist had stayed at the Pheasant and looked over the driving notes with his co-driver to the right of the bar at the table where I had my lunch.

After a welcome soup and sandwich lunch, yet another photoshoot was requested by the staff, and other customers happily moved their vehicles for the quattros to line up in front of the Inn.

Once again, participants had the option of an early direct route to the hotel, or to take in a loop to Rothbury on the superb



B6342. This took us through Standfordham and past RAF Ouston, where motor racing was organised by the Newcastle and District Motor Club between 1962 and 1964. Famous drivers who competed there were none other than Jackie Stewart and, appropriately, Jim Clark.

We were directed to our private parking as we arrived at Matfen Hall, our base for day 3. We had time for some drinks in front of the hotel before gathering for dinner in the Print Room.

A wonderful evening was had by all and all participants were congratulated on completing a successful tour. Some of our number finished at this stage, although the majority were to continue south to Haydock and attend the qOC anniversary dinner. →



'We had a route planned making the best of the roads over the North Yorkshire Moors before the inevitability of congested major roads...'



The final day commenced a little later than the previous 9 am starts. Our destination was Haydock at junction 23 of the M6 motorway, but we had a route planned making the best of the roads over the North Yorkshire Moors before the inevitability of congested major roads.

The weather had been kind to us throughout the tour but on the final day it seemed that summer had returned in September. The sky was a sea of blue with glorious sunshine showing off the Yorkshire countryside at its best. There is little that can compete with the feeling of driving with a group of fellow enthusiasts on fabulous roads, feeling on top of the world in some of the country's isolated and beautiful locations.

Our route next took us on the B6306 through Blanchland and onto the A689 over the North Pennines, past the Killhope Lead Mining Centre. The road flows beautifully and you can achieve a perfect rhythm as the quattro grips securely at each bend as we made our way towards Brough. Onward to Keld and Thwaite, we made our way to our lunch stop at the Wensleydale Cheese Visitor Centre in Hawes via the Buttertubs Pass.

This unusual name comes from a 20-metre deep pothole called buttertubs. It is said that on hot days, farmers on their way to market would lower the butter they had produced into the potholes to keep it cool. This road has a very steep drop to the left side with the buttertubs on the right, a great

drive, which has been used many times for test driving cars on BBC's *Top Gear* and is reputed to be one of Jeremy Clarkson's favourite roads.

Lunch was remarkable, as we were seated outside by a field of sheep with the sunshine keeping us warm even in T-shirts in September. Following lunch, we took the B6255 past the Ribblehead Viaduct, built in the 1870's to carry the Settle to Carlisle railway. We joined the M6 by Lancaster and settled into the commute to the Haydock Park Hotel.

The quattro Owners' Club had organised a 25th Anniversary Dinner which was a perfect end to our days of driving with quattro enthusiasts. The dinner was the sole responsibility of Club Events Officer, Phil Jamieson and he did us proud.

We were addressed by Club Chairman Roger Galvin who spoke of the Club history and of its ongoing enthusiasm while the host was Chris Milow, a local radio presenter for Wish FM. He introduced our various guests and speeches as well as a young local talent. Tom Loughlin is a tenor and belted out three songs beautifully between dinner courses.

We were also addressed by Alex Fisk, press officer for Audi UK, and David Sutton, who ran the Audi UK Rally Team during the 80's and is the Club's Honorary President. David also showed a video of 70's and 80's rallying from his private collection, which went down very well.

Club contact

www.quattroownersclub.com

The party extended well into the Sunday morning, with a great time being enjoyed by all. This was a fitting end to a 25th Anniversary Tour having taken the cars back to Kielder Forest and over some of the magnificent roads that we are lucky to be able to access in the UK.

Next year's Tour will be back in Scotland, with plans to visit some of the isolated areas of the North and West coast. We can promise scenery like no other and beaches equal of those in the Caribbean, only a little colder!

The Scottish Tour is open to all quattro Owners' Club members, with participation in any quattro drive Audi acceptable – it is not limited solely to original or Ur quattros. Life is too short to sit out the good bits. Why not consider joining us next year, for the best time you can have with your Audi quattro? 



Awards were presented by Phil Jamieson as follows:

Award for Endeavour: John Crispin

Award for Long Service: Ex Club Chairman, David Preece

Award for the longest standing Club Membership: Dermot Simpson

Award for special recognition for the annual Scottish Tour: Stephen McPherson, on behalf of all tour organisers

Award for the furthest travelled to the event: Michael and Dorothy Cruise (France)

Award for the longest-standing club member in attendance: John Robinson





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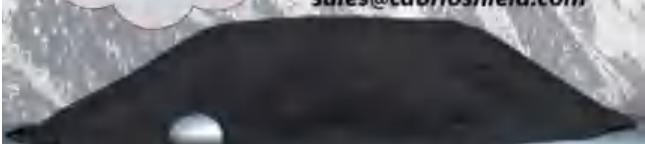
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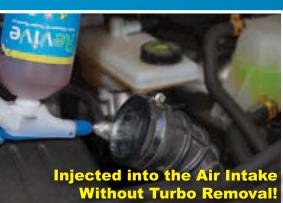
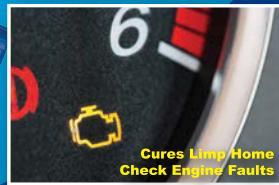
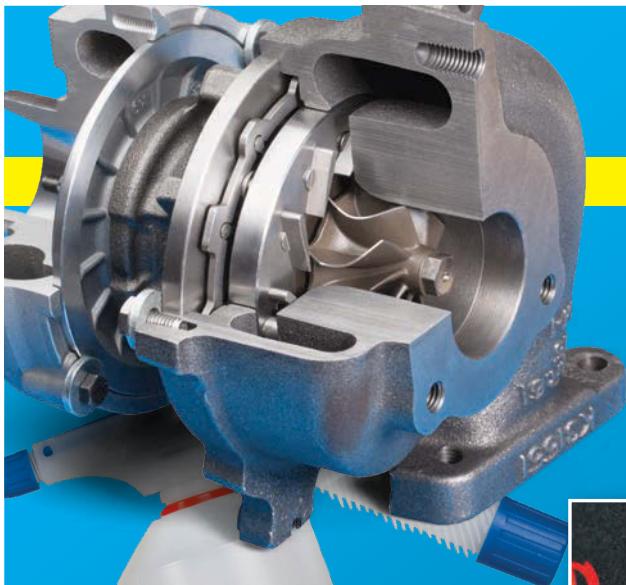
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Empty-handed...

Despite 10 victories, 21 podiums, 10 fastest race laps and eight pole positions, Audi came away empty-handed from this year's DTM series...



AFTER A DISAPPOINTING outing at Oschersleben, reported in our last issue, Audi was hoping for better at the Nürburgring (September 25 to 27), but it was Maxime Martin and his BMW team RMG who celebrated victory in the first race at their home round, with Audi's Edoardo Mortara taking second place in the action-packed race on Saturday. Points leader Pascal Wehrlein extended his lead by finishing third, with three further Mercedes-Benz drivers finishing in the top six.

Race 2, though, on Sunday saw Audi's Miguel Molina put in a faultless drive to take the win, his first major achievement in his 67th DTM race. Having started from pole position, the Spaniard scored a dominant and undisputed victory in the 43-lap long DTM race. 'I have been waiting for a long time for my maiden win and now, we finally made it. Today is my day,' said the jubilant winner after the finish.

Paul Di Resta (Mercedes) finished second, 7.5 seconds down, while BMW's Bruno Spengler rounded out the Nürburgring



podium. Behind fourth-placed Tom Blomqvist, Pascal Wehrlein finished fifth to extend his lead in the DTM drivers' standings after Edoardo Mortara and Mattias Ekström failed to score any points on Sunday. Ekström finished 11th while Mortara retired after a collision with Timo Glock on lap 28.

So, prior to the final two races of the season at Hockenheim, the battle for the title remained open. Wehrlein's fifth place at the Nürburgring wasn't quite enough to wrap up the title early, but he had the champion's trophy within reach; with 50 points at stake, Edoardo Mortara (128 points) was 37 points down and Mattias Ekström was third with 127 points from Bruno Spengler (119 points).

THE DTM FINALE at the Hockenheimring Baden-Württemberg (October 17-18) would see Audi pitching for a last ditch attempt to take the DTM title, although it was a tall order and hopes were not all that high.

'We're going to mobilize all our forces once more and battle for the championships even though the chances are minimal,' said Dieter Gass, Head of DTM at Audi Sport. 'We've always been strong at Hockenheim – come rain or shine.'

Indeed, the Audi RS 5 DTM had been unbeaten in the previous three races at Hockenheim; in last year's finale they notched up a 1-2-3 triumph and the Audi RS 5 DTM has been the DTM car to be beaten ever since, with eight wins in the 16 races of the 2015 season held so far, against five for BMW and three to Mercedes-Benz.

Theoretically, Audi was still able to win the DTM manufacturers' and drivers' classifications but they would have to pull off a performance of similar perfection as the one in Sunday's race at the Lausitzring when Audi finished with seven cars in the top 10. →



Dieter Gass, above all, was wishing for good, high-calibre racing – there are good overtaking opportunities at Hockenheim. The performance among the three manufacturers has been very balanced in the most recent races, even when deducting the weight difference'.

Things were looking good when, in race 1, Timo Scheider, the 2008 and 2009 DTM Champion, driving the AUTO TEST Audi RS 5 DTM of Audi Sport Team Phoenix, claimed a commanding win, his first victory in the DTM since October 2010.

Scheider started from the front row and on the second lap he overtook the BMW of Maxime Martin, the fastest driver in qualifying, before pulling clear of his immediate rivals, driving the fastest lap of the race and crossing the finish line with a 2.875-second advantage over Jamie Green (Hoffmann Group Audi RS 5 DTM/Audi Sport Team Rosberg).

'To finally stand at the very top again after such a difficult season is a great feeling,' the Audi driver said following the seventh triumph he has clinched in a DTM race. 'I'm very happy about it, especially for my guys in Audi Sport Team Phoenix who, just like I, had to wait for a long time for this moment. Obviously, it's a shame for Audi that we weren't able to keep the title race open in the drivers' classification.'

Following a good qualifying session, Mattias Ekström (Red Bull Audi RS 5 DTM) and Edoardo Mortara (Castrol EDGE Audi RS 5 DTM/both Audi Sport Team ABT Sportsline) still had a mathematical chance of the championship title, but lap 1 put an end to all their hopes in the title race.

Mortara had to pit following contact



with another car and subsequently retired after another collision, while Mattias Ekström had dropped from seventh to 18th place at the start. In the duel with championship leader Pascal Wehrlein, he was sent into a spin by Wehrlein's brand colleague Robert Wickens on lap 3.

From position 20, Ekström still managed to recover to ninth place and, as a result, improved to second place again in the standings, but an eighth place finish was enough to see the drivers' classification going to Mercedes driver Pascal Wehrlein, with one race still to run.

But the manufacturers' classification, in which Audi passed Mercedes-Benz on Saturday and was trailing BMW in second place by 56 points before the final race on Sunday was still a possibility...

'We have mixed feelings,' said Dieter Gass, Head of DTM at Audi Sport, after the race. 'We had the strongest car in the field once more. I'm incredibly pleased that Timo (Scheider) has found the form again that made him a two-time DTM Champion. Jamie, as well, finally wasn't unfortunate today and showed two strong overtaking manoeuvres. Obviously, it's disappointing

that our two candidates for the title lost all their chances right at the beginning. We'd have liked to keep the Championship open for the fans until tomorrow. Now we've still got a small chance of winning the manufacturers' classification like we did last year. Congratulations to Pascal Wehrlein and Mercedes-Benz on winning the drivers' title.'



Race 1 results

1	T Scheider, Phoenix Audi RS5 DTM	26 laps
2	J Green, Rosberg Audi RS5 DTM	+2.875 sec
3	M Martin, RMG BMW M4 DTM	+3.756 sec
4	P di Resta, HWA Mercedes AMG C63 DTM	+4.865 sec
5	M Rockenfeller, Phoenix Audi RS5 DTM	+11.708 sec
6	M Wittmann, RMG BMW M4 DTM	+15.768 sec
7	T Blomqvist, RBM BMW M4 DTM	+16.972 sec
8	P Wehrlein, HWA Merc AMG C63 DTM	+22.034 sec
9	M Ekström, ABT Sportsline Audi RS5 DTM	+23.719 sec
10	M Götz, Mücke Merc AMG C63 DTM	+24.137 sec



'The Briton overtook pole-placed Gary Paffett as early as on lap 4 and controlled the pace at the front in commanding style...'

Race 2

AUDI DID better on Sunday with a repeat of last year's 1-2-3 victory, Jamie Green's fourth win this season securing him the runner-up spot in the DTM Championship.

Overall, the record for Audi was 18 races, 10 victories, 21 podiums, 10 fastest race laps and eight pole positions: The Audi RS 5 DTM was the strongest car in the 2015 DTM season. Still, in the end, this tally was only enough to take second, third and fourth place in the drivers' classification, second among the manufacturers, and third place in the teams' classification. Jamie Green was 19 points short of winning the drivers' title and the margin in the title race of the manufacturers' classification, with 602 versus 595 points, was even smaller.

It has to be recognised, of course, that Audi was stripped of 62 points earlier in the season as part of their punishment over

the 'push him out' scandal that occurred at Spielberg when motorsport boss Wolfgang Ullrich was heard to call out that Scheider should push the Mercedes driver off the track, with exactly that situation occurring very shortly afterwards.

'This was a bitter-sweet ending of the season for us,' said Dieter Gass, Head of DTM at Audi Sport. 'The fans got to see an impressive performance of the Audi RS 5 DTM and a superb 1-2-3 win once more. In spite of a difficult starting base, the manufacturers' title was within our reach today, but we let it slip away. It was

aggravating that we incurred two drive-through penalties.'

The first one was imposed on Nico Müller (Audi Financial Services Audi RS 5 DTM) for a pit stop violation ('unsafe release'). On lap 16, there was a collision between Christian Vietoris (Mercedes) and the two Audi drivers Miguel Molina (Teufel Audi RS 5 DTM) and Adrien Tambay (Playboy Audi RS 5 DTM), which meant the end of the race for Tambay, who had been running in fourth place in the early stage. 'That I was punished for this mystifies me,' Molina said, wondering about the penalty.

Jamie Green (Hoffmann Group Audi RS 5 DTM) was oblivious to all of this. The Briton overtook pole-placed Gary Paffett as early as on lap 4 and controlled the pace at the front in commanding style. 'It's a shame

'This was a bitter-sweet ending of the season for us...'





that we suffered so much misfortune this year,' said the new championship runner-up in the DTM, who won four races, but also finished nine out of the points. 'My Audi RS 5 DTM was extremely strong this year. Driving it was a real pleasure. I won the first race of the season here and the last one. That's definitely special. I was able to quickly overtake Gary (Paffett) on Sunday and subsequently drove the race home in a controlled manner. This was my fourth victory this season – I can be proud of that. Congratulations to Audi on their 1-2-3 victory and 'thankyou' to my Rosberg team.'

Mattias Ekström (Red Bull Audi RS 5 DTM) and Edoardo Mortara (Castrol EDGE Audi RS 5 DTM) in second and third perfected Audi's one-two-three result in the finale. Ekström dropped to fourth place at the start, but on the first few laps passed the BMW of Maxime Martin and the Mercedes of Gary Paffett. In second place, the Swede secured third place in the drivers' classification.

Edoardo Mortara battled his way forward from position 13 on the grid to third place. Unlike most of the other drivers, the Italian pitted late to change tyres – exactly the right strategy for him.

Timo Scheider in the AUTO TEST Audi RS 5 DTM of Audi Sport Team Phoenix, following his victory on Saturday, again scored valuable points in fifth place. His team-mate Mike Rockenfeller finished the last race of the season in the Schaeffler Audi RS 5 DTM in 15th place.

'On clinching the 1-2 win on Saturday and the 1-2-3 success on Sunday, we showed once more how strong the Audi RS 5 DTM has been this year.'

Dr. Wolfgang Ullrich

Dr. Wolfgang Ullrich (Head of Audi Motorsport) summed it up: 'That so many spectators traveled to the finale at Hockenheim in spite of the nasty fall weather speaks for the DTM. On clinching the 1-2 win on Saturday and the 1-2-3 success on Sunday, we showed once more how strong the Audi RS 5 DTM has been this year. Ten victories in 18 races are a respectable tally, and no other driver has

won more races than Jamie Green. So, it's all the more disappointing that we weren't able to take any of the three championship titles home. Still, I'd like to thank our drivers, the three teams, all employees of Audi Sport and our partners for their commitment this DTM season that wasn't a really easy one. There's no reason to be disheartened. Congratulations to Pascal Wehrlein, to BMW and to the victorious Mercedes-Team.' 



Race 2 results

1 J Green	Rosberg Audi RS5 DTM	39 laps
2 M Ekstrom	ABT Sportsline Audi RS5 DTM	+1.351 sec
3 E Mortara	ABT Audi RS5 DTM	+18.914 sec
4 P di Resta	HWA Mercedes AMG C63 DTM	+28.694 sec
5 T Scheider	Phoenix Audi RS5 DTM	+30.581 sec
6 M Martin	RMG BMW M4 DTM	+38.003 sec
7 A Felix da Costa	Schnitzer BMW M4 DTM	+39.190 sec
8 B Spengler	MTEK BMW M4 DTM	+39.761 sec
9 G Paffett	ART Mercedes AMG C63 DTM	+40.197 sec
10 M Tomczyk	Schnitzer BMW M4 DTM	+47.682 sec

Championship results

DRIVERS CHAMPIONSHIP 2015

1	Pascal Wehrlein	169 points
2	Jamie Green	150
3	Mattias Ekström	147
4	Edoardo Mortara	143
5	Bruno Spengler	123

TEAM CHAMPIONSHIP 2015

1	goox/Original-Teile Mercedes-AMG	225 points
2	BMW Team RMG	206
3	Audi Sport Team ABT Sportsline	201
4	BMW Team MTEK	179
5	Audi Sport Team Rosberg	176

MANUFACTURERS CHAMPIONSHIP 2015

1	BMW	602 points
2	Audi	595
3	Mercedes-Benz	534

Audi Sport's Jamie Green finished second in this year's DTM. **Martyn Pass** was at the Hockenheim finalé to witness the end of a fine season for the Leicestershire man . . .

AUDI'S Jamie Green finished runner-up in this year's Deutsche Tourenwagen Masters (DTM). Green, from Broughton Astley near Leicester, was the top Briton in the final standings of the 18-race series that came to a close at Hockenheim last month (Oct 17-18).

Green recorded nine top-10 finishes, including four wins, in this year's DTM, at the wheel of his Audi RS 5 DTM competing for Audi Sport Team Rosberg. Jamie has been racing in the DTM for 10 years, the last three seasons for the 'factory' Audi team.

'Overall it was a good season for me,' confirmed Green. 'I won three of the season's opening four races which was the perfect start and was consistently fast throughout the season, finishing off the season last weekend with a win and second place at Hockenheim. Audi Sport Team Rosberg did a great job for me all season in providing me with a fast car.'

'But my early season success, combined with that of my Audi team-mates, meant that we picked up a lot of weight ballast due to this year's new regulations. Being handicapped with 30 kg more than my rivals made life difficult. Nevertheless I was competitive at every DTM weekend this year which featured two races and that's very difficult to achieve in such a closely fought and ultra-competitive series.'

'I suffered technical issues in a couple of races which didn't help my championship aspirations. I also struggled in the wet races we had this season. Lausitzring at the end of May was pretty special for me. I qualified on 'pole' by over half a second to the second

'Winning the Hockenheim finalé was very special...'

fastest car, such a margin being rare in DTM, and went on to win the race comfortably. I was also the only driver this year to win a Saturday and Sunday race over the same weekend which makes me proud.'

The DTM is the only racing series in the world that is exclusively dedicated to factory-backed teams. Audi, BMW and Mercedes-Benz field a total of 24 cars – each car represents state-of-the-art technology. Since 1990, Audi won nine championship titles while this year, the Four Rings won nine races.

In terms of victories, Green's four in 2015 meant he was the most successful driver in the field of the 2015 DTM season. Indeed, this season was his most successful year ever in the DTM.

'Winning the Hockenheim finalé was very special. So many spectators in the Motodrom, rockets and firecrackers – you don't find that in any other race. Those are the moments I live for as a race driver. The photo will definitely be framed and find a nice place in my home in Monaco!'



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Fight to the finish!



The final rounds of the TT Sport Cup saw Jan Kisiel take the inaugural title, although guest drivers took both race wins at Hockenheim...



JAN KISIEL, from Warsaw, was declared the first title winner in the Audi Sport TT Cup at Hockenheim on Saturday October 17. The 21-year-old Pole secured an early title win in the new Audi one-make cup after finishing the penultimate round of the season in fifth place.

With 213 points to his tally, he then had a 28-point advantage over the runner-up, Nicolaj Møller Madsen (185 points) and so could no longer be bumped from the top spot of the drivers' standings in race 2 on Sunday.

Race 1 at the Hockenheimring was won by Audi Le Mans entrant René Rast – the first guest driver to take victory so far in the history of this one-make cup.

Kisiel enjoyed his title win to the fullest: 'It's an incredible feeling. Things are simply going perfectly for me at the moment!'

The drivers in the highly competitive Audi Sport TT Cup had clearly reserved the season's highlight for the final race of the inaugural season, as the spectators saw some truly gripping motorsport with position battles, overtaking manoeuvres

and suspense up to the end – the season finale being considered a crowning conclusion to the successful inaugural season. During the race, six drivers at the top were battling for victory, with the lead changing several times.

Guest driver, Audi Le Mans entrant Marco Bonanomi won the nail-biting final race; using his experience, the 30-year-old Audi factory driver kept his rivals at bay, while Joonas Lappalainen finished in second place to secure victory in the 12th classification round of the Audi one-make cup.

'During the race, six drivers at the top were battling for victory, with the lead changing several times...'

Following his teammate René Rast, who triumphed in round 1 at Hockenheim, Bonanomi was the second guest driver in the Audi Sport TT Cup to see the chequered flag in first place. →





The top step of the podium of the permanent entrants was again occupied by 17-year-old Finn Joonas Lappalainen, securing his second victory, while Nicolaj Møller Madsen and Jan Kisiel completed the podium.

After the season finale, Kiesel was presented with an impressive trophy that had been built by Audi apprentices in Neckarsulm, with his prize also including a parts package for the new Audi R8 LMS worth 150,000 euros.

Project Leader Rolf Michl was more than pleased after the season finale: 'This was the crowning conclusion of a thrilling season. The large crowd at the Hockenheimring and many live streaming viewers got to see outstanding motorsport. Congratulations

to the drivers on delivering this superb performance.'

Michl added. 'In Jan Kisiel, we have a deserving winner. A driver who mounts the podium nine times in 12 races and wins five of them is justifiably in the top spot. Hopefully, we're going to see Jan again on the race track in an Audi next year.'

'This was the crowning conclusion of a thrilling season. Congratulations to the drivers on delivering this superb performance...'

IN ITS FIRST YEAR, the Audi Sport TT Cup has proved to be a perfect example of balanced motorsport with young international drivers. The grid was made up of entrants from 14 nations with an average age of 22.5 years. In total, 10 different nationalities mounted the podium and seven different drivers took wins.

'The yardstick for 2016 is high, but obviously we'd like to up the ante next year,' said Project Leader Rolf Michl. 'We're going to offer 20 instead of the previous 18 entries for permanent drivers and the application process is already in full swing.' The application period for the 2016 Audi Sport TT Cup will close on November 15. <http://www.audi-motorsport.com/de/en/tt-cup.html>

Josh Caygill

Proudly flying the flag for the UK this year in the European category, 26-year-old Josh Caygill was the sole British driver on the TT Sport Cup championship's grid...

JOSH HEADED into rounds 11 and 12 bidding to end the year in the top five of the driver standings and determined to climb back onto the TT Cup podium after progressing well during the first half of the campaign, only his third season of car racing at any level, with the highlight a maiden podium finish at Oschersleben.

While race pace has been strong from the beginning of the campaign, in recent rounds Josh has unlocked more pace in qualifying, producing some excellent results and hoisting him from 11th position in the championship at the halfway point of the season up to sixth, less than 10 points shy of the top five.

Aiming to continue his upward momentum at Hockenheim, Josh was confident of another highly competitive front-running showing. ‘It’s sad the season is almost over, to be honest; it’s been a fantastic year and a real privilege to race in the debut season of the TT Cup’, he commented.

‘We’ve made some significant progress over the last few meetings: the podium at Oschersleben was the obvious high-point, but last time out at the Nurburgring we had the pace again. I’m pretty confident we can continue that way.

‘Hockenheim is a great track and it’s going to be interesting to see how much we’ve progressed since the first round’, added Josh, ‘I’m really looking forward to

being back there and I’m aiming for the top six in qualifying at least, from there a podium is definitely possible.

I’ve thoroughly enjoyed this season, everyone involved has been fantastic and really supportive all year – there’s a great relationship between the competitors. Audi Sport is full of great people, the TT Cup is a mega championship and I’m hoping to sign-off the season with our best weekend yet.’

‘Josh concluded the inaugural TT Cup season inside the coveted series top-10...’

Unfortunately, Josh experienced a frustrating conclusion to the 2015 season at Hockenheim, with a possible top five championship finish slipping from his grasp. Despite two luckless races, he still concluded the inaugural TT Cup season inside the coveted series top-10, ending the championship a mere three points shy of the top six.

Josh’s weekend didn’t get off to the best of starts when problems with the rear anti-roll bar in practice badly impacted his pace and put him on the back foot for qualifying. Despite that, he had the speed to qualify in the top six, but his quickest laps didn’t go to plan and so he ended up 14th on the grid for race 1. →





'There are a lot of positives to take into the winter from this season.'



Actually beginning round 11 from 13th position, due to problems for Marco Bonanomi ahead of the green flag lap, Josh launched away well from the line and pushed hard but at Turn 3 he had to take to the grass and then had an unfortunate excursion at Sachs Curve which resulted in a trip through the gravel.

Recovering back onto the circuit, he rejoined in 16th place prior to the appearance of the Safety Car at the beginning of the second tour. At the re-start on lap 5, Josh's hopes of making quick progress back up the order were hindered by the car ahead which left a large gap to the next pack of cars but he still managed to carve his way through into 13th position.

Edged back to 14th place before the flag, after being passed by the recovering Bonanomi on the final tour, post-race officials then applied a five-second penalty to Josh linked to a duel with Sebastian Landy, so he was finally classified in 15th position in the amended results.

Patchy fog on Sunday morning at Hockenheim resulted in a delay to the start of the final race of the season, for which Josh lined-up 11th on the grid. In the end, with visibility not improving for a while, officials elected to move the Audi race to an early afternoon time slot.

Aiming to mount a strong challenge from the head of the sixth row, Caygill's

hopes were dashed on the first lap when he was squeezed just before the entry to Mercedes Arena – resulting in an unfortunate retirement and a bitterly disappointing conclusion to the season.

I really think we could have been on for a good finish in race 2 but after I was squeezed, the car went over the damp kerb and it was enough to lose the rear of the car, explained Josh. As I saved it, the car was sliding towards the inside wall and just at the last minute, as I was almost straight, the front-right wheel hit the wet grass and I slid into the wall – breaking the driveshaft.

The issue with the roll bar in practice really put us on the back foot from the start, but we could have done something in the first race I think if the driver ahead of me at the re-start hadn't left such a big gap – especially as it was only nine racing laps in total due to the Safety Car. It's a shame how Hockenheim turned out, but there are a lot of positives to take into the winter from this season.'

'This weekend wasn't how we wanted to end the season, that's for sure, but things just didn't go our way from the start unfortunately', said Josh. 'It's disappointing to slip down to 10th in the championship, it was so tight in the points, but I'm still very happy with the year as a whole as we made some big steps forward and I know I'm driving better than ever.'

I'd obviously love to be back for another crack at the Audi Sport TT Cup next year, that's what we'll be trying to achieve as I really think we can mount a strong challenge from the start.

A huge thanks to everyone for their support this year – all of my sponsors, it wouldn't be possible without them; the guys at Audi Sport, my manager Tim Sugden, Jordan Lee Pepper and, of course, my dad! ■

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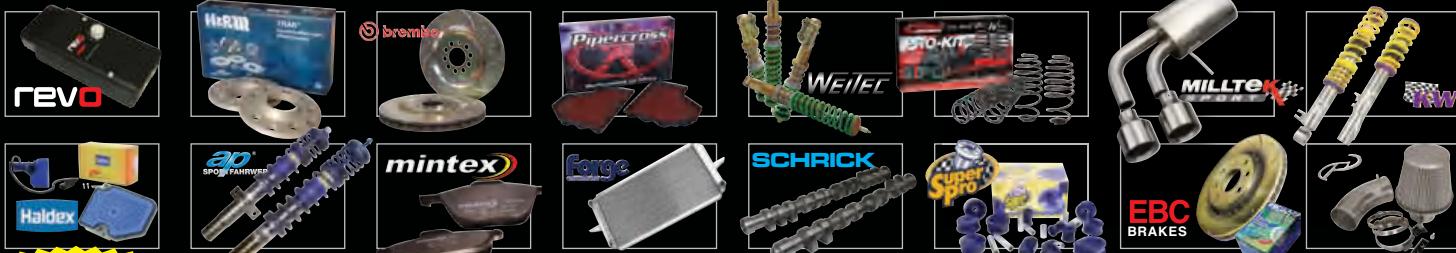
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After a successful outing at Rockingham the AmDTuning.com BTCC team showed strong pace at Silverstone and then coped well with a last-minute driver change for Brands Hatch...

PHOTOS: DRIVE BY SHOOTERS

FOLLOWING a successful outing at Rockingham (reported in our October issue) the AmDTuning.com BTCC team showed strong pace during the penultimate rounds of the season at Silverstone (September 26-27), coming away with a brace of points finishes thanks to reigning Clio Cup champion Mike Bushell. Team-mate Nicolas Hamilton, the BTCC's first disabled driver, also made huge strides forward driving the Audi S3 in only the fourth event of his touring car career.

With the team having made a number of radical changes to his Ford Focus ahead of the weekend, Mike Bushell headed to Silverstone in optimistic mood, qualified in a solid 15th place as best placed of the rookie drivers and finished in 15th place in race 1 – setting a fastest lap just four-tenths of a second off the pace. After finishing 17th while running the soft compound Dunlop tyre in race 2 he then produced his best performance in race 3 after fighting his way through to 13th, giving him top rookie honours in the final race of the weekend.

Unfortunately, Nicolas endured a more difficult time when an incident early on in the opening practice session saw his Audi S3 spin off into the gravel at Becketts. Limited to just eight laps as a result, Nicolas was left with work to do in the second session but made encouraging progress and took a solid 25th on the grid for race 1; his best lap time being quicker than the car had managed last year in the hands of former driver Robb Holland.



The opening race proved to be a challenge after a hit from Stewart Lines at turn 1 tipped him into a spin, and he then struggled with the balance of the car before spinning himself under braking at Brooklands. Unfortunately, a broken alternator cable – a legacy of the earlier contact – left him unable to restart the car to rejoin the race.

Race 2, however, was much more positive as Nicolas gradually worked his way forward through the pack from 28th on the grid to climb into the top 20. Unfortunately, his hard work was undone on the penultimate lap when a hit from Simon Belcher's Toyota coming through Luffield led to a right-rear puncture. The tyre let go as Nicolas crossed the line to start the final lap, resulting in contact with the barriers on the outside of the circuit that forced him into retirement for a second time.

Nicolas ended his weekend with a solid run to 22nd place in race 3, recovering from

losing time after an early safety car period to chase down the cars ahead and finish just five seconds away from the top 20.

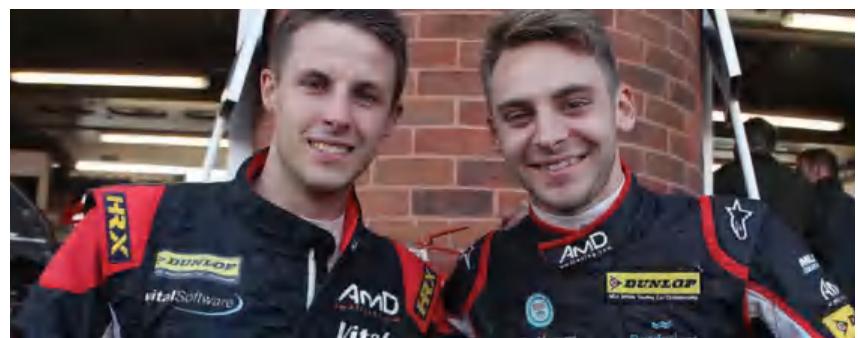
Nicolas commented: 'The end results leave me with mixed emotions, but I think we've made more progress from Rockingham, which we have to be happy with. I was on the back foot a bit after the incident in FP1 as it cost me valuable track time, but I qualified where we expected to be and felt good for race day.'

'In race 1, I struggled with the balance of the car and that ultimately led to the spin, there was then a problem with the alternator and the car wouldn't fire up to rejoin. In race 2, however, I was probably having my strongest race in the BTCC so far as I was racing hard in the pack, getting stuck in and making up places. It's just a shame that someone else decided to hit me in the rear at Luffield, causing the puncture that put me off into the wall.'

'I think he's really been able to get involved and challenge the other guys on track for the first time...'

'I got a decent start in race 3 but lost out a bit behind the Safety Car. However, I caught up with the pack and managed to make up some places and then spent time following Andy Priaulx, who didn't really pull away from me. Overall, there are a lot of positives to take away from the weekend and I can head to Brands Hatch full of confidence.'

Shaun Hollamby (Team Principal) commented: 'Overall it's been a positive weekend for us as a team and I think both drivers have done a good job. Mike's pace across race day has been encouraging and to pick up two points finishes, and be first rookie home in race 3, is really pleasing. For Nicolas, there has been more progress and this weekend I think he's really been able to get involved and challenge the other guys on track for the first time. He showed that he wasn't going to be bullied, and it's a shame that he failed to finish two of the races, through no fault of his own. However, he can hold his head up high with his performance and it would be good if he can take further steps forwards at Brands Hatch.'



Brands Hatch, October 10-11

IN THE EVENT, there was a revised line-up for AmDTuning.com for the season finale at Brands Hatch, with Nicolas Hamilton deciding to sit out the weekend to focus on his 2016 preparations, allowing rising star Jake Hill to make a series return.

Mike Bushell went into his home event on the back of a solid weekend at Silverstone, with a third Jack Sears Trophy success of the campaign being the ultimate aim, while BRDC rising star Jake Hill stepped into the S3 for what would be his first outing in the BTCC since the 2013 season finale, where he secured a hat-trick of points finishes at the same circuit.

Jake has spent the 2015 season running as part of AmDTuning.com's British GT Championship programme, with his best result a stunning third place finish in the GT4 class at Spa. Jake commented: 'It was a big surprise to get the call from Shaun asking if I'd be interested in racing this weekend, and I'm thankful to both him and the team that I've been given the opportunity to compete in the BTCC for the first time in two years.'

'It's going to be a step into the unknown for me as I haven't driven the Audi before, but you can see it's a good car even though

Above: Mike Bushell, left, and Jake Hill at Brands Hatch.

the team is still learning with it. Certainly Nicolas has done a great job so far, and hopefully I can continue that this weekend.'

'Because I won't have driven the car until FP1, it's difficult to make too many predictions about what I should expect, but the aim for me is to try and secure three solid finishes and some good results for the team.'

Shaun Hollamby added: 'The season has been a bit of a rollercoaster ride, with a lot of ups and downs, but hopefully we can finish on a high this weekend at our home circuit; especially as we will have a large number of supporters joining us for Finals Day.'

'Without doubt, the Brands Hatch GP circuit is one of the most iconic in the championship and Mike has an impressive record there in the past. Having shown his pace again at Silverstone, there's no reason why he can't repeat the Jack Sears Trophy success he enjoyed on the Indy circuit at the start of the year.'

'While it's unfortunate that Nicolas won't be out this weekend, it's great that we can give Jake the opportunity to return to the BTCC grid at his home circuit. We've supported him since his

'The season has been a bit of a rollercoaster ride, with a lot of ups and downs...'



'Jake did exactly what we knew he could do, despite his lack of time in the car, and his pace was also strong...'



days in the Ginetta Junior Championship and he has done a great job for us in our British GT Championship Porsche this year, so he was the logical choice to step into the Audi for this weekend.

'Given that he hasn't driven the car before, we're not putting any pressure on him in terms of results and it's just nice to be able to give him his chance to race a BTCC car for AmDTuning.com.'

As it turned out, the AmDTuning.com team enjoyed a solid end to the 2015 Dunlop MSA British Touring Car Championship season at Brands, with a pair of points scoring finishes from the final meeting of the campaign.

Mike Bushell qualified 20th on the grid and brought his Ford Focus home inside the top 15 in two of the three races, taking second place in the Jack Sears Trophy, while Jake Hill showed impressive pace in the team's Audi S3 after being given an eleventh-hour call-up for his home event.

Having not driven the Audi before, Jake's weekend started in difficult fashion with a trip off track in the opening practice session but he fought back well to qualify 23rd; little more than a tenth of a second behind Mike.

In race 1, Jake made up places on the opening lap to sit just outside the points scoring positions before crossing the line in 17th place, and he looked set to better that result in race 2 before being forced across the grass at Hawthorne while battling for position with Jeff Smith.

That left Jake to finish in 18th spot, although his weekend ended on a low when he was tipped into a spin at Druids on the opening lap of race 3. Sadly, contact with the already stricken Toyota of Tom Ingram was enough to force Jake into retirement, the incident preventing him from building on an encouraging showing on his first outing in the series for two years.

Jake Hill commented: 'After the incident in FP1, I think it went really well this weekend. Considering I'd had no time in the car before arriving at Brands Hatch, I think I showed good potential and it's clear that the Audi is going to be a strong package next season.'

I was happy with the result in race 1 and in race 2, I'd managed to get into the points scoring positions before being forced off by Jeff Smith, but that's just the way it is sometimes.

'It looked good for race 3 but unfortunately I got a punt up the rear on the run to Druids which, added to cold rear tyres, meant I was tipped sideways. Normally, it wouldn't have been a problem but unfortunately Tom had already had his own spin and that was the end of it.'

'Hopefully I've put on a good show this weekend and want to thank the team again for the opportunity to drive the car. I've got to work now to try and put together a deal for next year and would love the chance to come back and have a proper crack at touring cars with the Audi next year.'

Shaun Hollamby summed it all up: 'It's been a good way to end the season for Mike, even if he fell just short of ending it with a Jack Sears Trophy to his name, while Jake did exactly what we knew he could do, despite his lack of time in the car, and his pace was also strong. In that third race, he could easily have brought home a top 15 finish and it was no fault of his that it ended in the way it did.'

'Overall, it's been a season that has been mixed in terms of results, but we have been able to learn a lot in respect of our expansion to a two-car team. Team manager Rob Tickner and the boys have done a fantastic job and it is thanks to their hard work that it was possible for us to run a second car. Now the hard work starts on planning for 2016 and who knows, maybe we can expand even further...'

JUST AS WE were preparing this issue for press, AmDTuning.com announced ambitious plans to expand its Dunlop MSA BTCC programme and launch a three-car assault on the 2016 season.

Work has already started on the build of a second Audi S3, which will be fitted with the latest NGTC parts from the BTCC's new technical partner RML.

Subject to being granted a third TOCA BTCC Licence (TBL) by series bosses, the team plans to field two Audis in 2016 alongside the Ford Focus it has campaigned for the past two seasons.

Discussions have already started with potential drivers who are interested in racing with the team next year, with no fewer than half a dozen currently vying for the vacant seats.

The team is also actively seeking to strengthen its engineering team as part of the expansion plans.

'The BTCC is currently in as strong a position as it has ever been, and we feel the time is right to expand our programme beyond two cars for next year,' team boss Shaun Hollamby said.

'We have seen the potential in the Audi from the five rounds it did in 2015 and have already prepped the shell of a second car ready to be built up for 2016. Subject to being granted the necessary licence by TOCA, we would then look to run both Audis with the new RML parts alongside the Focus next year.'

'Mike Bushell, Jake Hill and Nicolas Hamilton did a fantastic job for us in 2015, and we would be keen to have them on board again next year. There are also a number of other drivers who have expressed an interest in joining us for 2016, and we are in discussions over the various options that are available.'

'The whole team, led by Rob Tickner, did a fantastic job to expand to two cars, and we are keen to expand and strengthen our backroom staff further as we embark on our most ambitious racing programme to date.'

'It's also true that these plans wouldn't be possible without the fantastic backing of our loyal sponsors, and we need to thank Cobra Performance, Millers Oils, Hendys, Milltek Sport, Motul Oils and Project Mu for their ongoing support.'



No swansong...

Sadly, the final rounds at Brands Hatch saw the last appearance in the BTCC of the famous Rob Austin Racing A4s, but it was a disappointing end to what might have been...

PHOTOS: DRIVE BY SHOOTERS & BTCC MEDIA

AFTER SILVERSTONE (September 26-27) where the team's best result was 11th place in Race 1 for Rob Austin, it was an emotional occasion for Rob and Hunter Abbott at Brands Hatch (Oct 10-11) as they and their Rob Austin Racing team bade farewell to the Audi A4s that have served them since their big British Touring Car Championship adventure first began in 2011.

Rob, also Team Principal, has been at the wheel effectively from day one with his Audi, nicknamed Sherman, while Hunter joined for the start of 2014 season with the team's second A4, Panzer.

Adding up free practice, qualifying and races at BTCC events since the start of 2011, Rob and Sherman (he is currently in the car's second evolution) had racked



up 4,356 laps totalling a mind-boggling 8,354 miles. Stablemate Panzer, which first appeared towards the end of 2011 – other drivers have included Chris Swanwick, Will Bratt and Jake Hill – had completed 3,398 laps and 6,520 miles at BTCC events.

Panzer, though, had already been 'put out to pasture' having suffered heavy damage at Silverstone two weeks earlier. Instead, it was to be a pair of Shermans at Brands Hatch, with Hunter reverting to the original as raced by Rob between 2011 and 2013.

Rob commented: 'It's going to be a weekend of emotions for us all – including all the fans who have supported us these past five years. By being bold with our thinking and engineering we've really

captured people's imaginations with the Audi A4 and it has probably become the best-looking and most-loved car on the grid among the BTCC's fanbase. The following we enjoy never ceases to astonish us.'

'And while Brands marks the end of our sponsorship agreement with FAST Exocet, we are not saying goodbye to them – they have been immensely loyal to us and are a great bunch of people so will always be friends of this team.'

'Having two Shermans on track this weekend seems a fitting way to wave 'bye bye' to the Audis and I hope we can go out on a high with some decent results – even though the Brands Hatch GP circuit hasn't been the best for this car. On saying that

'By being bold with our thinking and engineering we've really captured people's imaginations with the Audi A4...'

'A lot of people have been asking what our plans are for next season...'



we've exceeded expectations this season at other circuits which aren't the best for us, so who knows?

'A lot of people have been asking what our plans are for next season – we will announce them as soon as we can but I can definitely say now that Rob Austin will be on the BTCC grid in 2016. I'm not finished with this championship yet – I have unfinished business. And, to be honest, if I wasn't racing in the BTCC I don't really know what else there is that I'd want to race in. The competition and the racing are both so close. The buzz of being a part of it is immense.'

Hunter added: 'At Silverstone, Panzer took a really bad knock and it did the shell so the smart thing to do was go for Sherman 1. He was just sitting there still in the workshop and this was an opportunity to give him one last blast. And it's always better to have a straight shell than a bent one...'

'It will be emotional – Rob and I have been going into battle with these cars all the time we've been in the BTCC so far and they've become almost like good friends to us! Plus the A4s always look fantastic with the flared bodywork and the liveries the team comes up with for them. It would be nice to end on a high with three sound finishes.'

Sadly, it wasn't to be after Hunter and Rob qualified in lowly 21st and 25th positions respectively and ended race 1 in 16th and 18th, and completed both race 2 and race 3 with 21st and a DNF respectively.

After a year where he failed to finish on the podium for the first time in his BTCC career, clearly Rob will be assessing a variety of options for 2016. 'Rear-wheel drive was the perfect drivetrain to have in the early stages of NGTC but things have changed. Front-wheel-drive is the obvious choice at the moment because it is the safer option.

'There are lots of conversations that are taking place though at the moment, but we

need to begin dotting the i's and crossing the t's to get underway. It is a lot of work to build new cars, with all of the new RML parts, and then actually start testing and developing.

'We're looking at both RWD and FWD but – like it always has been – it's more apparent that there are more choices for FWD and it works with the regs more. We could stick with RWD but the options are less and we will once again be in clear competition with West Surrey Racing – who are perfectionists in that configuration. We will see what comes of the coming weeks and go from there...'

'...I'm not finished with this championship yet – I have unfinished business.'



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RBP367 A3/S3 3 - 6.2008>5.2012 (NOT CABRIOLET)

RBP361 A3 SPORTBACK 5 - 8.2004>5.2008

RBP362 A3/S3 SPORTBACK 5 - 6.2008>5.2012

RBP760 A3/S3 SPORTBACK/S-LINE 5 - 6.2012>

RBP158 A4 4 - 12.2007>1.2012 (NOT S4)

RBP462 A4 AVANT/S-LINE 9.2004>3.2008 (NOT S4)

RBP159 A4 AVANT/S-LINE 4.2008>1.2012 (NOT S4)

RBP566 A4 AVANT/S-LINE 2.2012>8.2015 (NOT S4/QUATTRO 4x4)

RBP861 A4 AVANT QUATTRO 4X4 2.2012>8.2015 (NOT S-LINE)

RBP341 A6 AVANT/S-LINE/ALLROAD 11.2004>8.2011 (NOT RS/S6)

RBP713 A6 AVANT/S-LINE 9.2011>8.2014 (NOT RS/S6)

RBP847 A6 AVANT/S-LINE 9.2014> (NOT RS/S6)

RBP762 Q3/RSQ3 10.2011>

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RBP862 Q7 6.2015>

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New Goodyear UltraGrip Performance tyre

GOODYEAR has recently announced the launch of a new high-performance winter tyre, the UltraGrip Performance Gen-1, which offers excellent grip and handling to navigate a range of winter conditions from snow to slush and ice.

The UltraGrip Performance builds on 44 years of innovation and 60 million UltraGrip tyres already sold. It boasts improved siping with an interlocking system, an evolved tread pattern and a high number of block activators to provide excellent grip and high handling performance in all winter conditions.

Hydrodynamic grooves improve aquaplaning and slush resistance on wet and slushy roads and a squarer footprint shape with uniform pressure distribution provides improved performance on dry and icy roads throughout the tyre's life.

A tread wear indicator allows the driver to change tyres at the correct change interval and consequently to maintain high tyre performance in all winter driving conditions.

Most importantly, the new tyres offer a 3 per cent shorter braking distance on snow as compared to leading competitors.

'We are pleased to build on the Goodyear UltraGrip family with another winter tyre that prioritizes safety. We are committed to providing excellent grip on wet, ice and snow with performance for safe driving and braking regardless of the winter weather conditions ahead. We are especially proud of the shortest braking distance, as we know that's of utmost importance to our consumer,' said Kate Rock, PR Manager for Goodyear.

The line-up of the UltraGrip Performance Gen-1 features 38 passenger tyres, targeting mid-size and big vehicles, in a range of sizes: SD/195 to 255; AR/40 to 65; RD/15-inch to 19-inch. www.goodyear.com

COMPETITION

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Halfords 200-piece Socket & Ratchet Spanner set!



IF YOU'RE looking for a high-quality, diverse range of tools then the Halfords Advanced Professional 200-piece Socket and Ratchet Spanner Set is described as 'The godfather of socket sets'...

Made from quality chrome vanadium steel, the set comes in a robust carry case with metal clasps and includes 1/4, 3/8 and 1/2-inch drive metric and AF sockets from 4 mm to 24 mm, as well as a wide range of ratchets, ratchet spanners, bits and bars to deal with nearly all of your advanced professional needs or general everyday jobs.

It even comes with a lifetime guarantee and best of all is that it is currently reduced in price from £300 to £150*. Check out the Halfords website at www.halfords.com for full details.

Even better is that we have two of these socket sets available as prizes in a simple competition.

*Intervening prices may have been charged.

To be entered into the draw to win one of two Halfords Advanced Professional 200-piece socket and ratchet spanner sets, each worth £150, just choose the correct answer to the following question:

What price was the Halfords Advanced Professional 200-piece socket and ratchet spanner set previously advertised at?

A: £150 B: £200 C: £300

E-mail your entry to us at mail@autometrix.co.uk entitled 'Halfords socket set comp' or send it by post to our office address, including your full name and postal address, telephone number(s) and details of your car (make/model/year), or you can enter online at www.auditivermag.co.uk

The closing date is 12.00 noon on Friday November 27, 2015.

What's in the box:

1/4-inch drive

11x Metric sockets: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 mm
10x SAE sockets: 5/32, 3/16, 7/32, 1/4, 9/32, 5/16, 11/32, 3/8, 7/16-inch AF

1/2-inch drive

6x Metric deep sockets: 4, 5, 6, 7, 8, 9 mm
1x Bit adapter
1x Wobble extension bar – 100 mm
1x 1/4-inch drive ratchet handle
1x Spinner handle
1x Universal joint

3/8-inch drive

18x Metric sockets: 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24-mm
10x SAE sockets: 5/16, 3/8, 7/16, 1/2, 9/16, 5/8, 11/16, 3/4, 13/16, 7/8-inch
10x Deep metric sockets: 10, 11, 12, 13, 14, 15, 16, 17, 18, 19-mm
8x E-Torx sockets: 8, 10, 11, 12, 14, 16, 18, 20-mm
24x Phillips bit sockets: #1, #2, #3
Pozi Bit Socket: #1, #2, #3
Slotted bit sockets: 4, 5.5, 6.5-mm
Hex bit sockets: 3, 4, 5, 6, 8, 10-mm
Torx bit sockets: 10, 20, 27, 30, 40
Tamper Torx bit sockets: 45, 50, 55, 60
2x Spark plug sockets: 10, 14-mm
2x Wobble extension bar, 75 and 150-mm
1x Breaker bar, 7-inch
1x Universal joint
1x 3/8-inch drive ratchet handle

1/2-inch drive

12x Metric sockets: 15, 16, 17, 18, 19, 20, 21, 22, 24, 27, 30, 32-mm
4x SAE sockets: 15/16, 1-inch, 1-1/16, 1-1/4-inch
9x Deep metric sockets: 15, 16, 17, 18, 19, 20, 21, 22, 24-mm
7x Metric impact sockets: 13, 14, 15, 17, 19, 21, 23-mm
1x Wobble extension bar – 125-mm
1x 1/2-inch drive ratchet handle
1x Universal joint
1x 1/4-inch F x 3/8-inch M adapter
1x 3/8-inch F x 1/4-inch M adapter
1x 3/8-inch F x 1/2-inch M adapter
1x 1/2-inch F x 3/8-inch M adapter
30x 1/4 Shank bits in box
12x Ratcheting spanners: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19-mm
10x Metric short arm hex key with holder

TERMS AND CONDITIONS: The prize is one of two Halfords Advanced Professional 200-piece socket and ratchet spanner sets, each worth £150. The winners will be the first two correct entries drawn when the competition closes at 12.00 noon on Friday November 27, 2015 and they will be notified by e-mail that same day. The competition is open to UK entrants only. AutoMetrix Publications takes no responsibility beyond promoting this competition. No cash alternative or adjustment is available and no additional costs will be covered. The competition is not open to employees or associates of either AutoMetrix Publications or Halfords Ltd. The Editor's decision is final and no correspondence will be entered into.



ECP distribution deal with Autologic

EURO CAR PARTS (ECP), the UK's leading distributor of replacement parts for all makes of cars and light commercial vehicles, has agreed an exclusive distribution deal with Autologic, a world leader in automotive diagnosis, to add Autologic Assist to its Workshop Solutions portfolio.

Serving customers in 120 countries, Autologic has identified 850,000 fault codes so far in 2015 alone. Autologic Assist is the UK's first fully integrated system delivering OEM-like diagnostics with third-party data and industry-standard Pass Through capabilities.

Specialising in premium European vehicles, Autologic offers comprehensive technical data for Audi, BMW, Citroen, Dacia, Jaguar, Land Rover, Mercedes, Peugeot, Renault, SEAT, Skoda, Volkswagen and Volvo.

'The Autologic Assist fix and support capabilities enable UK garages to repair more cars, faster and more profitably...'

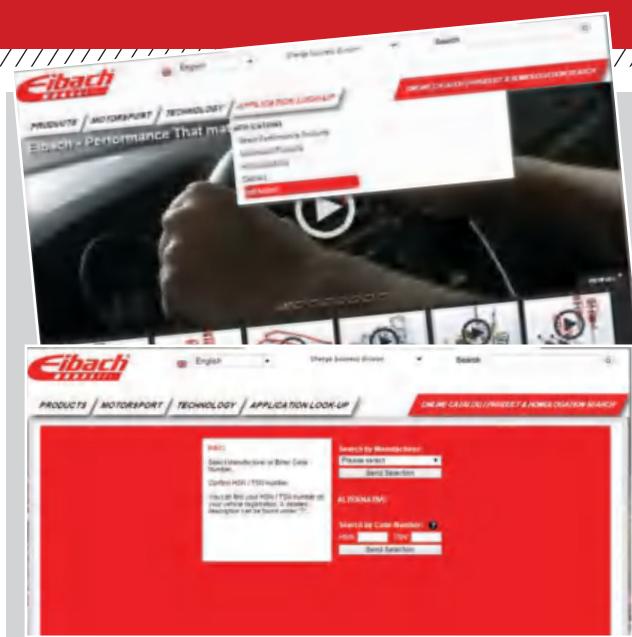
The AssistPlus hardware consists of a 350 x 239 x 126 mm touch-sensitive display unit (including handle) with 26-pin D-sub OBDII connectivity and a Pass Through J2534 dongle. It features OEM-level diagnostic applications, a job management system, and the ability to connect to live technical support.

The 50+ dealer-trained master technicians at Autologic's Oxfordshire HQ provide workshops with a unique competitive advantage. The Assist Support package includes: Technical support (symptom assessment, fault code interpretation, log file analysis, and diagnostic and fix pathways) Guided Pass Through (set-up assistance and programming support) Tool support (device usage and manufacturer-specific procedures) Regular upgrades (chassis, variant and ECU coverage roadmaps)

Jeremy Fry, chief executive officer (CEO) of Autologic, said: 'The Autologic Assist fix and support capabilities enable UK garages to repair more cars, faster and more profitably. Customers report that it saves them at least an hour a day, representing an annual saving of £16,500. This prestigious supply agreement with Euro Car Parts will put Autologic Assist in front of thousands of new technicians, where the quality of the product will speak for itself.'

Martin Gray, chief executive officer (CEO) of Euro Car Parts, said: 'We are delighted to announce this exclusive distribution deal with Autologic, particularly with Pass Through so vital to the success of the aftermarket. The Assist product is proven to increase vehicle through-flow, customer satisfaction and revenue. It is exactly the kind of high-end diagnostic equipment that garages should be investing in. Ask your local Euro Car Parts branch to arrange a free on-site demonstration and take advantage of our flexible payment plans.'

Call 020 8956 5050 or visit the website at www.eurocarparts.com



Eibach online wheel bolt search

EIBACH is offering an additional service for retailers and customers of its Pro-Spacer wheel spacers. In order to determine the appropriate bolts for the Eibach Pro-Spacer (System 1 and 2) quickly and easily, a bolt search is now available at www.eibach.com

Eibach Pro-Spacer wheel spacers are available for more than 500 applications, resulting in 160,000 potential combinations from approximately 300 bolt types. Thanks to the intuitive configurator menu, a targeted navigation will only require a few clicks.

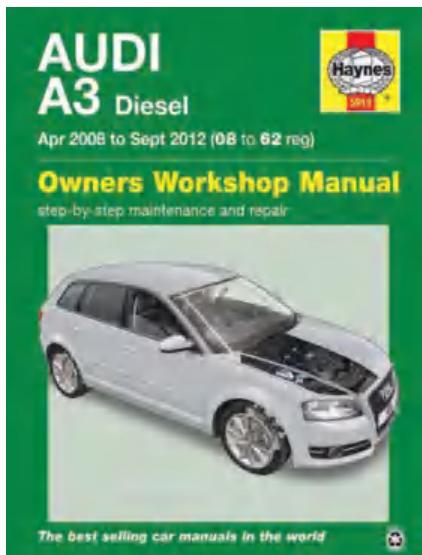
Users can search by both car model and a direct input of the code number. Not only is the right bolt type and article number displayed but also the number of bolts you will need and their price plus any colour variant for the black anodized Pro-Spacers. The configurator will also help, if you use aftermarket wheels instead of original ones.

The Eibach online bolt search can be found by accessing the Eibach website's main menu and using the 'Application Look-up' function and by clicking on the link on the Pro-Spacer wheel spacers product page. For further information, call 01455 285 851 or visit www.eibach.com



'Thanks to the intuitive configurator menu, a targeted navigation will only require a few clicks...'

Please mention **Audi Driver** when contacting any of the companies appearing in these pages



New Haynes manual for Audi A3 ('08-'12)

AS AUDI this year celebrates 20 years of one of its best-selling cars, a new Haynes Owners' Workshop Manual (reference 5912) has been released which covers the Audi A3 TDI (April 2008 - Sept 2012, 08 to 62 registrations).

Adding to Haynes' expanding collection of car and bike manuals, the new manual only covers the repair, servicing and maintenance of the Hatchback (3-door) and Sportback (5-door) with 1.6-litre, 1.9-litre and 2.0-litre TDI turbodiesel engines; it doesn't cover the FSI and TFSI petrol-engined models.

As usual, the manual is written from hands-on experience gained from stripping down and rebuilding each vehicle in the Haynes Project Workshop, incorporating easy to follow practical step-by-step instructions and clear photos and providing information on maintenance, servicing, fault-finding, MoT testing and Haynes tips to make many tasks easier.

As with many Haynes manuals, the Audi A3 manual is also available as a 'Manuals Online' digital version, so you can now access service and repair information on your PC, laptop, tablet or smartphone. The Manuals Online versions include all the content from the printed manuals with the additional benefits of a glossary of terms, searchable menus and quick links.

The new Audi A3 Diesel Owner's Workshop Manual is available in both printed and online formats from www.haynes.co.uk. The printed manual (Haynes ref. 5912, ISBN: 9780857339126) is priced at £22.99, while the Manuals Online versions costs £20.00 per manual for a year, or £25.00 for a lifetime subscription for this one specific manual.

'The Audi A3 manual is also available as a 'Manuals Online' digital version...'



WIN a set of Dunlop Winter Sport 5 tyres!

Forever forward with the Dunlop Winter Sport 5!

DUNLOP, a leading high-performance tyre brand, has announced the launch of a new tyre, the Winter Sport 5, that offers excellent grip and performance to combat a variety of winter surfaces, including wet, icy and snow-covered roads.

The Winter Sport 5 is the fifth tyre in an award-winning Dunlop Winter Sport range and it builds on the success of its predecessors, particularly the dynamic Winter Sport 4D. The tyre was designed to help consumers continue to navigate unforeseen winter roads and conditions, including black ice, slush, icy patches, melting snow and puddles.

To deliver on this need, more than 400 R&D specialists spent 24 months researching, developing and testing on three different continents to create the next tyre in the Dunlop Winter Sport range. Innovations include an increased number of tyre blocks, which offer enhanced performance on snow-covered roads and angled centre sipes, which provide superb lateral grip on slippery surfaces. Additionally, the amplified depth of the grooves defends against aquaplaning, and optimised construction and weight distribution improves fuel efficiency.

Compared to its predecessor, the tyre delivers a 5 per cent improvement in wet braking, a 16 per cent improvement in ice braking, a 15 per cent improvement in rolling resistance and a 4 per cent improvement in snow acceleration.

'With heavy rain and other extreme weather becoming more common in Europe, excellent grip is essential for driving in winter,' said Tony Ward, Dunlop Marketing Manager. 'We are pleased to offer a tyre that grips the road in winter weather and offers the peak performance that our consumers have come to expect from our tyres. Regardless of the winter conditions, the Winter Sport 5 provides our ambitious and active consumer with a tyre that suits a fast-paced lifestyle,' said Ward.

Dunlop is the official tyre partner of AMG Driving Academy, and they work together to test high-performance tyres under tough and demanding conditions. The new tyre is available in 43 sizes: SD/195 to 255; AR/40 to 65; RD/15-inch to 19-inch. It is designed to meet all kinds of winter tyre requirements and is marked by the Alpine emblem, the three-peak mountain with a snowflake.

WIN A SET OF DUNLOP WINTER SPORT 5 TYRES:

The new Winter Sport 5 tyre is available to buy at Dunlop approved tyre dealers now, but the best news is that readers of *Audi Driver* magazine now have the chance to win a set in our simple to enter competition draw. Just answer the following simple question:

What percentage improvement in ice braking does the new Dunlop Winter Sport 5 offer:

1. 15 per cent 2. 16 per cent 3. 4 per cent

E-mail your entry to us at mail@autometrix.co.uk entitled **Dunlop Winter Sport 5 comp**, or send it by post to our office address, including your full name and postal address, telephone number(s) and exact details of your car (make/model/year) + your exact tyre size (eg 205/55-16) or you can enter online at www.autometrix.co.uk **The closing date is 12.00 noon on Friday November 27, 2015.**

THE PRIZE is a set of four Dunlop Winter Sport 5 tyres, as described above, up to the value of £500 RRP. The winner will be the first correct entry drawn when the competition closes at 12.00 noon on Friday November 27, 2015 and they will be notified by e-mail that same day. THE COMPETITION is open to UK entrants only. No purchase necessary. Only one entry per person is allowed. Note that these tyres must be fitted by a Goodyear Dunlop approved fitting centre, by arrangement, with all standard fitting costs (fitment, balance and disposal) included in the prize value. This prize cannot be used in conjunction with any other offer. If tyres cannot be provided from the Dunlop portfolio an alternative tyre from the Goodyear Dunlop Tyres UK Ltd Portfolio will be investigated/provided. There is no cash alternative. AUTOMETRIX PUBLICATIONS takes no responsibility beyond promoting this competition. No cash alternative or adjustment is available and no additional costs will be covered. This Prize Draw is open to UK residents only (aged 17 or over) but is not open to employees of the promoter and their families or anyone professionally associated with this prize draw. The Editor's decision is final and no correspondence will be entered into.



Pipercross panel filter for Audi A1 1.4 TSI

PIPERCROSS has released a high-performance foam panel filter for the 1.4 TSI engine used in the A1. This new, OEM-sized filter fits directly into the original inlet system, featuring the two factory-style 'eyes', and is claimed to offer a significant improvement in airflow, along with significantly longer life and greater engine protection.

This new, direct replacement triple-layer panel filter drops directly into the factory airbox, providing a much improved surface area, while the carefully selected multi-layered foam within the unit is capable of 30 per cent more airflow than even the most efficient of OEM filters.

The multi-layer design also filters down to a far finer rate to protect the engine against damage. With a comprehensive lifetime warranty it is priced at a very reasonable £29.99 + VAT (£35.99 including VAT). For more details on the Pipercross range of replacement filters, visit www.thepipercrossshop.co.uk



MOMO Win Pro rims

MOMO HAS released a range of alloy wheels specially designed for use in the Winter season. Featuring a classic 5-spoke design with broad spokes, wide spaces and a slightly dished centre section, the **MOMO Win Pro** is designed for easy cleaning and to help car wash brushes reach as much of the wheel as possible.

The Win Pro is available in durable Matt black or Gloss silver finishes in sizes from 14-inch to 17-inch diameter and it is available in various 4- or 5-stud fitments. The Win-Pro is Run-Flat and TPMS compatible in selected sizes. Retail prices range from £97.99 inc. VAT for the 14-inch rims to £150 inc VAT for the 7 x 17-inch size.

For more details contact Brown & Geeson Ltd. on 01268 764 411 or visit the website at www.momo-uk.co.uk

Lifetime battery

HALFORDS has launched a ground-breaking range of car batteries, in partnership with Yuasa. The Yuasa Black Lifetime Guarantee range is designed to last for around 130,000 starts, or the equivalent of an average car's lifetime of 15 years, almost three times longer than most car batteries on the market.

The new car batteries are built using enhanced plate additives and patented Nano Crystal technology which means motorists get increased battery durability and improved charge acceptance, delivering maximum performance and reliability.

Paul Tomlinson, Halfords' car battery expert says: 'The combination of cold mornings and power-hungry plug in-devices means that there is now an unprecedented strain placed on the average car battery and this can turn a simple morning commute into a travel nightmare. The Yuasa Black Lifetime Guarantee range means car owners can wave goodbye to the flat battery blues and be confident that they won't be left stranded on a cold morning.'

Car battery failure is cited by millions of drivers as their most frequent motoring malady. The new battery means that drivers can confidently use demanding in-car gadgets like satnavs, smartphones and climate control systems without fear of draining any power.

With prices ranging from £139.99 to £179.99, depending on the application, the Yuasa battery comes fully charged, is ready to fit and is completely maintenance free. Halfords offers a battery fitting service, priced from £10, at over 460 stores throughout the UK. See www.halfords.com

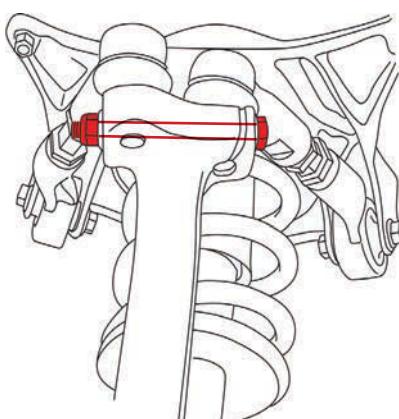


Eibach Pro-Alignment replacement pinch bolts

A RECENT addition to the Eibach UK Pro-Alignment catalogue is this new Audi compatible pinch bolt. This replacement upper control arm ball-joint pinch bolt has been developed as it was found that, more often than not, when removing or replacing the upper control arms, the original pinch bolt was badly corroded, seized in place and had to be cut, drilled or pressed out.

This 12.9 grade bolt and nut replacement, which has had a 720-hour salt spray coating applied to help avoid any future corrosion problems, is a direct replacement part for the original pinch bolt and comes with a 1-year warranty.

Part number 5.21040K, it is suitable for the Audi A4, A5, A6, A7 and A8, for all Saloon and Avant models including S and RS, at a recommended retail price of just £9.34 + VAT per pair. For more information, visit www.eibach.com or call 01455 285 851.





Oblique View **ROBERT COULDWELL**

The new MX-5 versus the TT

THE NEW Mazda MX-5 appropriately made its debut at the 2015 Goodwood Festival of Speed. It is priced extremely competitively, from £18,495 to £23,295, which is remarkable considering that the original, launched in 1990, cost from £14,249 – equal to £31,687 today, about the same as the current price for the cheapest TT Roadster.

Should the MX-5 be compared with the TT? On price no, but as a sports car and on the basis of quality, absolutely! Mazda PR staff obviously think so too, as they show a comparison of the MX-5, TT, BMW Z4, Mercedes SLK and Mini Cooper Roadster in their launch information for the new car.

Despite the high quality and reliability, Mazda hasn't quite achieved premium status, sitting just below Audi, BMW and Mercedes with the likes of Volkswagen, Honda and Volvo. It is likely, therefore, that brand victims would buy the TT over the MX-5 but true sports car enthusiasts might well favour the Mazda. It is amazing how many young motoring journalists own MX-5s and they know a thing or two about sports cars.

In the same way that Audi has ensured that the TT gently evolved, Mazda has been careful to retain the elements that led to the huge success of its MX-5. Unusually in a new car, the new MX-5 has similar power outputs to the old, although reduced weight has led to slightly better performance and economy.

The lightest MX-5 since the 1990s original, the new Mazda MX-5 is shorter, lower and wider than the outgoing car, with the smallest overhangs and lowest centre of gravity yet.

The Sport Nav version is extremely well equipped, including 17-inch alloys; LED headlights; air-conditioning; leather-trimmed steering wheel; 6-speed manual transmission; electric windows and heated power door mirrors; daytime running lights; climate control; DAB radio; Bluetooth; cruise control plus Mazda's MZD-Connect connectivity and infotainment system with 7-inch Colour touch-screen display and Multimedia Commander.

Also fitted are: piano black door mirrors; under-bonnet strut brace; limited slip differential; rain sensing wipers, rear parking sensors, smart keyless entry, premium Bose Surround-Sound and heated leather-trimmed seats; sports suspension featuring Bilstein dampers and a limited slip differential. For the satellite navigation, three-years free European map upgrades are included.

Despite a price nearly £9,000 higher, the TT does not include cruise control; LED headlights; automatic lights and wipers; rear parking sensors; satellite navigation; premium sound system; or auto-dim rear-view mirror. I hate to think what this lot would cost from Audi's option list!

The straight-line performance of the new MX-5 is little different from the current car so if you want lots of grunt and enjoy worrying about speed cameras and unmarked police cars, go and buy a hot



	Audi TT Coupé 2.0 TFSI Sport	Mazda MX-5 2.0 Sport Nav
OTR Price	£31,995	£23,295
Engine	1984 cc, 4-cyl	1998 cc, 4-cyl
Max power	230 PS	160 PS
Max torque	370 Nm	200 Nm
0-62 mph	6.0 sec	7.3 sec
Top speed	155 mph	133 mph
Combined mpg	46.3	40.9
CO ₂	141 g/km	161 g/km
Driven wheels	Front	Rear

'In the same way that Audi has ensured that the TT gently evolved, Mazda has been careful to retain the elements that led to the huge success of its MX-5...'

hatch. On the other hand, if you want to come home from any journey relaxed and with a smile on your face go for an MX-5. It doesn't matter which engine really; the 1.5 is a cracking little unit which makes a wonderful noise but I suppose the 2.0-litre is easier and more relaxed to drive, with much less gear changing.

In terms of build quality the MX-5 is right up there with the TT; the Audi does have a fabulous interior ambience unmatched by the Mazda but, to be fair, the Audi is nearly 40 per cent more expensive. Mazda used to come very high up in reliability surveys but seems to have slipped of late. In the latest J D Power dependability survey the Japanese brand comes 12th out of 27 but still considerably better than Audi, languishing in 23rd place.

It is interesting that in the USA the position is reversed, with Audi coming out just ahead of Mazda. It could be to do with expectation, which would be supported by Audi's sibling Skoda coming top while using most of the same parts.

These are both great cars, but for different reasons; the Mazda for the complete fun element with low running costs and excellent reliability and the Audi for its wonderful interior, better all-weather handling and that wonderful turbocharged engine. If only Audi and Mazda would do a joint venture to create an MX-5 fitted with Audi's TFSI unit, even in de-tuned form. That surely would be perfect. ■

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GENUINE BBS CK 8.5J x 19-inch alloy wheels with Vredestein tyres. Stud pattern = 5 x 112 mm, offset = ET35 Spigot ring size = 57.1 mm. The tyres are Vredestein Ultrac Sessanta 235/35-19 and have between 5 and 6 mm tread left all round. No punctures. All balanced ready to go. The wheels have no buckles or cracking and are in their original finish so no welding has gone on. Two could do with a freshen-up due to some small scabbing and have been lightly kerbed. Please get in contact for detailed pictures. Prepared to travel to deliver up to 50 miles for the asking price. £680 with good tyres. Marc, Chester Tel: 07977 110 701



AUDI A3 SE 2.0 FSI SPORT 3-door 2-litre petrol in lovely Toucan yellow. 53 plate, MoT to 24/11. Four good tyres. Four previous owners, part service history, up to 73270 full service history Audi/VW with stamps. Since then serviced separately. Looked after, have quite a few receipts and all the necessary work has been carried out to have a proper Audi. Xenon headlights, rear parking sensors. Limited edition, heated seats, leather steering wheel and gearlever, 17-inch alloy wheels, 6-disc CD multiplayer with Bose surround system, Audi alarm and immobiliser, Isofix system, air-con, electric windows, electric and heated door mirrors, adjustable seats, heated front seats, rear seats fold down, 6-speed gearbox, auto-dim mirror. Had to upgrade to an Audi A4 because of growing family. Open to offers, car drives really well. Located near Bristol Airport BS48 3DY Tel: 07729 631 901

AUDI A6 ULTRA 192 bhp TDI diesel, 2004, 3000 miles only by careful elderly driver. Present red with black leather heated lumbar support seats, electric heated folding mirrors, reversing camera, telephone preparation and technology pack. Twin satellite navigation system. Road fund licence £30 per year. Very economical to run, kept in a centrally heated garage, totally as new. £25,950 Firm. Tel: 01299 832 777 (Worcestershire)



AUDI S2 COUPE 3B 1991 164,000 miles, MoT July 2016. In very good condition, mechanically spot-on and bodywork in great condition. One of the previous owners had the MTM 303 kit installed by QS Tuning at around 120,000 miles. Kit performs brilliantly giving a claimed 303 bhp power output. A Milltek turbo-back exhaust was also fitted which gives that 5-cylinder chance to sing. Very well documented service history. Last service completed at 157,000 included new cambelt. Will have it serviced again by AMD Technik before it goes to the new owner. Gearbox was re-built at 157,000 due to a noisy bearing, while the gearbox was out the clutch was replaced. Brand-new AP racing front brakes were fitted in 2014. Earlier this year the suspension was overhauled, front and rear subframes and wishbones powder-coated black, Poly bushes all round, new gearbox and rear diff mounts. New top mounts and fully adjustable KW V3 coilovers, Gloss Black Team Dynamics Pro Race 1.2s with very new Yokohama AD08's Price: £6500. Contact 07979 787 496 (Woking, Surrey)



AUDI 80 2.0E 1994 (L-reg) in Lazer red. I'm the second owner, bought back in 2001 from VW dealer, much loved car and no expense spared on maintenance – nine years servicing at VW. Non-smoker and former Audi club member. It has had a complete engine rebuild at 119,000 miles, due to blue smoke, costing in excess of £1000 in 2011 and it had a new alternator (£361) in 2013 + all new brake discs pads calipers and cables this year (£646)! All tyres like new. Due to financial woes and having bought another Audi, I need to sell. The front wheelarches need replacing and paint lacquer is not so good in places, also the brake master cylinder is worn, possibly needs replacing? Only done 5,500 miles since rebuild, engine runs well pulls like a new car! Always polished with Autoglym. £1400. For more information phone 01159 373 156 (Nottingham)

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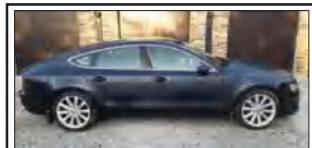
AUDI 80 SPORT 1985 (February) 113000 miles, one owner from new. Zermatt silver, with factory extras of sunroof, power steering, and front fog lights. Regularly serviced and always kept in well ventilated garage – since 1999 I doubt it's got wet more than half a dozen times! Waxoyled regularly during its early life, more occasionally since. Immobiliser fitted. All original keys available. Front brakes upgraded to 256 mm. Boge Pro Sprint dampers with slightly lower Eibach springs. New rad, stat, and four new quality Goodyear tyres just fitted. Driver's seat is still OK (it does have a very small amount of wear, approx. 1-inch dia, on the bottom of the backrest bolster). Wheels would benefit from refurb. There is the usual small patch under the lower LH front screen rubber. In 2008 AM Cars undertook refurb work, some paint, all the front suspension/steering / sub frame/arb bushes, gearbox mountings. There is a pile of receipts, papers, documents, including the original invoice. It's not spotless, but it has been well cared for. £2795 omo. The car is located in Bracknell, Berks. Contact 01344 45537 / 07764 613 214 or e-mail: chris.1.grant@btinternet.com I can also e-mail / allow access to photos taken in 2010 and published in Audi Driver, together with more comprehensive details.



1996 S6 PLUS SALOON QUATTRO TURBO. In the best colour of Nogaro blue 136,000 miles, 12 months MoT. Front and rear electric windows, aluminium door mirrors, electric and heated mirrors, power steering, ABS, drivers airbag, climate control, full black leather interior, sport front seats, carbon-fibre interior trim, alloy wheels, white instrument dials, sport steering wheel, central locking, alarm and immobiliser. There isn't another one! £9,995. Contact AM Cars, Ilminster, Somerset. Tel: 01460 55001



2005 AUDI A2 1.2 TDI Automatic. Future Classic. Dolphin Grey with 'Twist' interior. 99,000 miles (very low as most used for long commutes, covered over 200,000 miles!) UK registered and ready to drive away. This is higher spec variant, with climate control, power steering and remote central locking (standard 3L version didn't get these) Double DIN dash with Symphony 2 sound system and 6-CD changer, leather controls pack and false boot floor. Imported from Germany by ourselves, it was doctor owned for 10 years and has full Audi service history with paperwork, full book pack and two remote keys. There are only a handful of the 1.2 A2 in the UK, extremely rare for them to be offered for sale here. Also included is a spare magnesium wheel/tyre with the car, something that none of them came with. Comprehensive service prior to sale includes calibrating the transmission, which should be done at every service interval on the 1.2, and also new rear brake shoes. Four excellent Bridgestone tyres, with nearly-new tread levels. Front brakes renewed, timing belt done and also new clutch and other transmission work. Both front headlights to UK spec, rear fog light on/o/s, instrument dials changed (very costly) to read imperial – mpg, miles, and mph on speedo. 12 months MoT, no advisories. The 1.2 TDI surely a future classic, never officially imported to the UK, it is an engineering masterpiece with a Cd of just 0.25! still remarkable – and a reduced frontal area (slim wheelarches). It is known as the 3L car as it was first to return 3 litres of fuel per 100 km (94.2 mpg) but it is no slouch as lightweight construction, superior aerodynamics and transmission gearing all make the car a joy to drive with a top speed of 104 mph – the high gear ratios make it eerily quiet when cruising at motorway speeds, and auto trans makes easy driving. Free road tax, great reliability and excellent build quality, it makes a lot of sense for the UK. Asking £6,995. Tel: 01538 807 708 or E: rob@womautomotive.co.uk (Based in Staffordshire)



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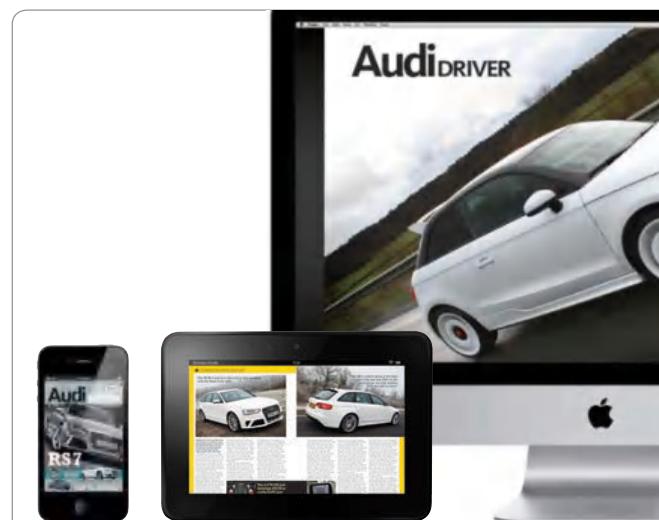
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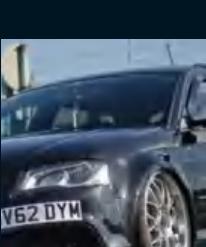
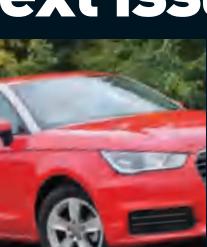
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A3 1.8 Sport	Sept '02	A4 Avant (5) 3.0 TDI quattro	Jul '09	A4 allroad quattro 3.0 TDI (245 PS)	Aug '14	TT Coupe 1.8T quattro (225)	Mar '03
A3 1.8 quattro Sport	Mar '02	A4 Cabriolet 1.8T	Nov '04	A6 allroad quattro 3.0 BiTDI	Sept '12	TT Coupe quattro Sport	Jul '05
A3 1.9 TDI SE	Jul/Aug '98	A4 Cabriolet 1.8T Sport	Aug '03	A6 allroad quattro 3.0 BiTDI	Sept '14	TT Coupe quattro Sport	Feb '06
A3 1.9 TDI Sport	May/Jun '00	A4 Cabriolet 2.0T	May '06	A7 Sportback 3.0 TDI quattro	Feb '15	TT Coupe 3.2 – DSG	Jun '04
A3 1.9 TDI quattro Sport	May/Jun '02	A4 Cabriolet 2.5 TDI Multitronic	Nov '03	A7 Sportback 3.0 TFSI quattro	Jun '11	TT Coupe 3.2 – DSG	Mar '05
A3 (2) 1.2 TFSI	Sept '11	A4 Cabriolet 3.0 Multitronic	Dec '02	A8 2.8	Nov/Dec '98	TT Coupe (2) 2.0 TDI quattro 170	May '13
A3 (2) 1.6 TDI	Jun '10	A4 Cabriolet 3.0 TDI	Apr '07	A8 3.0 TFSI quattro SE	Nov '12	TT Coupe (2) 2.0 TFSI quattro	Jul '07
A3 (2) 1.4 TFSI	Jun '08	A4 Cabriolet 3.0 TDI	Aug '04	A8 3.0 TDI quattro	Dec '04	TT Coupe (2) 2.0 TFSI quattro (211)	Sep/Oct '09
A3 (2) 2.0 FSI	Feb '04	A5 1.8 TFSI S line	Aug '12	A8 3.0 TDI quattro	Oct '08	TT Coupe (2) 3.2	Feb '11
A3 (2) 2.0 TFSI	Oct '10	A5 2.0 TFSI	May '09	A8 3.0 TDI quattro SE	Apr '12	TT Coupe (3) 2.0 TDI ultra	Mar '15
A3 (2) 2.0 TDI SE	Apr '04	A5 2.0 TDI quattro	Jun '09	A8 SE Executive 3.0 TDI quattro	Oct '15	TT Coupe (3) 2.0 TFSI	Mar '15
A3 (2) 2.0 TDI Sport	Feb '09	A5 2.0 TDI quattro	May '13	A8 3.2	Nov '07	TT Roadster 150	Oct '03
A3 (2) 2.0 TDI quattro S line	Aug '05	A5 3.0 TDI quattro	Dec '14	A8 3.2	Sept/Oct '98	TT Roadster 1.8T quattro (180)	Mar/Apr '00
A3 (2) 2.0 TDI (170) quattro Sport	Jun '07	A5 3.0 TDI quattro	Aug '04	A8 3.7	Jul/Aug '99	TT Roadster 1.8T quattro (180)	Nov '02
A3 (2) 3.2 quattro	Aug '04	A5 3.2 FSI	Dec '12	A8 3.7 quattro Sport	Jul/Aug '01	TT Roadster 1.8T quattro (225)	Sep/Oct '01
A3 (3) 1.4 TFSI	A5 Cabriolet 2.0 TFSI	Feb '15	Oct '11	A8 3.7 quattro Sport	Jul '03	TT Roadster 1.8T quattro (225)	Sep '05
A3 (3) 1.4 TFSI (150 PS)	Nov '13	A5 Cabriolet 3.0 TDI quattro	Sep '09	A8 4.0 TDI quattro	Oct '03	TT Roadster (2) 1.8 TFSI (160)	Sep '10
A3 (3) 1.8 TFSI Sport	Jan '15	A5 Cabriolet 3.0 TDI quattro	July '15	A8 4.2 quattro	Sept '00	TT Roadster (2) 1.8 TFSI (160)	Jul '11
A3 Saloon 2.0 TDI	Jul '13	A5 Sportback 3.0 TDI S line	Feb '10	A8 4.2 quattro	Aug '04	TT Roadster (2) 2.0 TFSI	Sept '07
A3 Sportback 1.4 TFSI	Dec '07	A5 Sportback 2.0 TDI (177)	Sept '14	A8 4.2 FSI quattro	Oct '10	TT Roadster (2) 2.0 TDI	Sep '09
A3 Sportback 1.6 Sport	Jan '08	A5 Sportback 2.0 TFSI	Aug '10	A8 4.2 TDI	Dec '10	TT Roadster (2) 2.0 TDI quattro 170	Dec '13
A3 Sportback 1.9 TDI	Aug '07	A5 Sportback 2.0 TFSI quattro	Apr '13	A8 4.2 TDI quattro	Mar '06	TT Roadster (2) 3.2 quattro	Jan '08
A3 Sportback 2.0 TFSI S tronic	Sept '05	A5 Sportback 3.0 TDI	May '14	A8L 4.0 TFSI quattro	Mar '02	TT Roadster (3) 2.0 TFSI	July '15
A3 Sportback 2.0 TFSI quattro	Dec '13	A6 1.8 TDI	Jul/Aug '98	A8L 4.2 quattro	Mar '02	TTS Coupé	Nov '08
A3 Sportback 2.0 TDI	May '07	A6 1.8 Multitronic	Jan/Feb '02	A8L 4.2 TDI quattro	May '14	TTS Coupé (272)	Jul '11
A3 Sportback 2.0 TDI S line	May '11	A6 1.8 TFSI	Sep/Oct '00	A8L 4.2 TDI quattro	Nov/Dec '98	TTS Coupé S tronic	Sept '15
A3 Sportback 2.0 TDI quattro	June '14	A6 1.9 TDI 110	Mar/Apr '99	S2 quattro	Nov/Dec '98	TT RS Coupé	Apr '10
A3 Sportback 2.0 TDI quattro	May '05	A6 1.9 TDI 115	May/Jun '01	S3 (2) quattro	Apr '02	TT RS Roadster	Nov '09
A3 Sportback 3.2 quattro Sport	June '15	A6 2.0 TFSI	Jul '10	S3 (3) quattro	Jul '07	TT RS Plus Coupé	Mar '13
A3 Cabriolet e-tron	Jan '11	A6 2.0 TFSI Avant	Nov '06	S3 (4) quattro	Jan '13		
A3 Cabriolet 1.2 TFSI	Aug '09	A6 2.0 TDI	May '09	S3 (2) Sportback	May '15	Q3 2.0 TFSI quattro	Jul '12
A3 Cabriolet 1.6	Aug '08	A6 2.0 TDI	Sep '12	S3 (2) Sportback	May '10	Q3 2.0 TDI FWD	Jul '13
A3 Cabriolet 1.8 TFSI	Nov '11	A6 2.0 TDI SE	Mar '05	S3 (3) Sportback	Dec '11	Q3 2.0 TDI FWD	Feb '14
A3 Cabriolet 1.8 TFSI	Jan '10	A6 2.4 2.0 TFSI	May/Jun '98	S3 Saloon	Jul '14	Q3 2.0 TDI SE	Jan '12
A3 Cabriolet (2) 2.0 TDI	May '14	A6 2.5 TDI SE	Jun '03	S4 quattro	Jun '14	Q5 2.0 TFSI	Jun '09
A4 1.8T Sport	N/D '97	A6 2.8 SE	Nov/Dec '97	S4 quattro (V8)	Mar/Apr '99	Q5 3.0 TDI S line	Jan '10
A4 1.9 TDI 110 SE	M/A '98	A6 2.8 PSI	Sep '07	S4 quattro (V8)	Dec '03	Q5 3.0 TDI	Aug '10
A4 2.4 SE	J/F '99	A6 3.0 TDI quattro	Jan '05	S4 quattro (facelift)	Jul '04	Q5 3.2 FSI	Nov '11
A4 3.0 quattro automatic	M/J '98	A6 3.0 TDI quattro SE	Jun '12	S4 (4) quattro	Jul '05	S05 TDI	Aug '13
A4 quattro	J/F '99	A6 3.0 TDI quatt S line Sp. Ed.	Sep '10	S4 Avant quattro	Oct '09	S05 TDI	Apr '15
A4 Avant 1.8T Sport	N/D '98	A6 3.0 BiTDI quattro SE	Oct '12	S4 Avant quattro	Jul '09	Q7 3.0 TDI	Oct '06
A4 Avant 1.8T Sport	J/A '00	A6 3.0 TFSI	Nov '10	S4 (4) Avant quattro	Apr '11	Q7 3.0 TDI Clean Diesel	Mar '10
A4 Avant 1.8T quattro Sport	S/0 '99	A6 3.2 FSI quattro SE	Mar '05	S4 Cabriolet	Oct '05	R8 V8 Coupé manual	Dec '08
A4 Avant 2.5 TDI quattro	N/D '98	A6 4.2 quattro, Avant/Saloon	Nov/Dec '99	S5 quattro	Feb '08	R8 V10	Jun '13
A4 Avant 2.8 quattro, Tiptronic	M/J '99	A6 4.2 quattro	Nov '05	S5 quattro	Aug '11	R8 V10	Aug '10
A4 (2) 1.8T	Apr '03	A6 Hybrid	Jun '13	S5 Sportback quattro	Oct '11	R8 V10	Nov '11
A4 (2) 1.8T S-line	Sep '04	A6 Avant 1.8T Multitronic	Jul '02	S5 Sportback	Oct '12	R8 V10	Aug '13
A4 (3) 1.8 T quattro	Jun '07	A6 Avant 2.0 TDI	Mar '08	S6 quattro	May '03	R8 V10	Apr '15
A4 (5) 1.8 TFSI	Apr '11	A6 Avant 2.0 TDI	Feb '12	S6 quattro	Jan '07	R8 V10 plus	Oct '13
A4 (2) 1.9 TDI Sport	J/A '01	A6 Avant 2.0 TDI	Mar '09	S6 quattro V10	May '04	R8 V10 plus	May '10
A4 (2) 2.0 FSI	Feb '03	A6 Avant 2.0 SE	Nov '05	A6 Avant quattro	May/Jun '00	R8 V10 Spyder manual	Sept '11
A4 (3) 2.0 TFSI quattro DTM	Nov '05	A6 Avant 2.5 TDI	Nov/Dec '98	A6 Avant quattro V10	Jul '08	R8 V8 Spyder manual	

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In the next issue...



We'll be catching up with some of Audi's latest technology as we drive the Audi Q7 e-tron quattro plug-in hybrid and the A7 Sportback h-tron electric/hydrogen fuel cell plug-in hybrid which debuted in Los Angeles late last year, as well as the RS 5 TDI concept featuring electric compressor technology.

We'll also be carrying out a full road-test of the A1 1.0 TFSI (95 PS 5-speed) and featuring some spectacularly modified Audis, including

Litchfield's new demo RS 6 with a rather impressive 750 bhp and a customised RS 3 with 440 bhp and Airlift suspension.

We'll also have some special coverage of the early prototype testing for the Ur quattro, a feature on the NSU 1000 Sp convertible from ADI and a report from the Classic Motor Show at the NEC.

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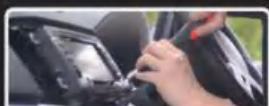
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